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No. 21,306 號六零百零千壹萬式第 日四拾月九年寅丙

HONGKONG, WEDNESDAY, OCTOBER 20th, 1926. 癸拜禮

號拾月拾年五十五國民華中

PRICE: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE. WEEK DAYS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.50
Yau Ma Tei	6.50	9.25	10.40	11.50	12.10	1.25	4.45	6.00
Shatin	7.02	9.36	10.51	12.01	12.22	1.36	4.57	6.11
Tai Po	7.16	9.49	11.04	12.14	12.34	1.49	5.09	6.23
Tai Po Market	7.21	9.54	11.09	12.19	12.39	1.54	5.14	6.28
Fanning	7.32	10.06	11.19	12.29	12.48	2.03	5.24	6.38
Shung Shui	7.38	10.12	11.25	12.35	12.54	2.07	5.28	6.43
Shum Shu	7.43	10.17	11.30	12.40	13.00	2.13	5.34	6.49

### SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon	6.40	8.35	9.15	10.30	11.40	12.00	2.22	5.50
Yau Ma Tei	6.50	8.45	9.25	10.40	11.50	12.10	2.31	6.00
Shatin	7.02	8.56	9.36	10.51	12.01	12.22	2.40	6.11
Tai Po	7.16	9.10	9.49	11.04	12.14	12.34	2.49	6.23
Tai Po Market	7.21	9.15	9.54	11.09	12.19	12.39	2.58	6.28
Fanning	7.32	9.26	10.06	11.19	12.29	12.48	3.07	6.38
Shung Shui	7.38	9.32	10.12	11.25	12.35	12.54	3.16	6.43
Shum Shu	7.43	9.37	10.17	11.30	12.40	13.00	3.25	6.49

### SHA TAU KOK BRANCH.

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Fanning	7.45	11.30	9.20	8.25	7.45	11.30	9.20	8.25
Shatankok	8.40	12.25	1.15	7.20	8.40	12.25	1.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.  
STATIONS AM PM AM PM AM PM AM PM  
Fanning 7.45 11.30 9.20 8.25 7.45 11.30 9.20 8.25  
Shatankok 8.40 12.25 1.15 7.20 8.40 12.25 1.15 7.20

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from  
Messrs. T. & S. Co., Ltd., HONGKONG, or from THE AMERICAN EXPRESS COM-  
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H. P. WINSLOW, Manager.

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### SUNDAY EXCURSION.

On SUNDAY, 24th OCTOBER, S.S. "TAISHAN" will depart from  
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JANUARY to SEPTEMBER, 1926.

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HONGKONG.

### Our London Letter.

#### BAND OF MISSIONARIES FOR WORK IN CHINA.

#### A GREAT BRITISH FILM STORY OF THE WAR.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 18th.  
The King and Queen.

There is considerable anticipation at Sandringham just now of the arrival of their Majesty's arrival in Norfolk next month. The King and Queen are expected about the second week in October, and as at present arranged they will stay till the beginning of November, when they will return to London for about a month to take part in the many public functions of the "Little Season."

They are expected to go down to Sandringham again towards the middle of December for the Christmas holidays. It is known that the King is looking forward to some days with the pheasants and the partridges, which are reported to be very abundant this year on the Royal estate.

#### A Great British Picture.

Film critics and members of the cinema industry who saw a private performance of the all-British picture, "Mons," this week are loud in their commendation of the production. The film has been made with War Office approval by British Instructional Pictures on behalf of New Era Films, Ltd., the producers of these other fine British films, "Zeebrugge" and "Ypres."

"Mons" is a great achievement. The picture starts with the "scrap of paper" episode, which brought Britain into the war, describes the heroic Retreat from Mons, and ends with the turn of the tide at the Marne. This period makes up a complete dramatic whole, like a three-act play, and the film gains greatly from having this form to follow. Numerous individual episodes based on historic fact are introduced, but the film never loses its broad dramatic sweep. One of the most striking scenes is the famous episode at Saint Quentin, when Major Tom Bridges rallied his exhausted troops with a child's drum and a penny whistle.

On September 20th it will commence its public run at the Marble Arch Pavilion, and one can most confidently predict for it a quite outstanding success at home and throughout the Empire. I hear already the producers have booked orders from picture houses in this country representing over £30,000.

#### Missionaries for China.

Forty-one missionaries are leaving for China in the course of a few days under the auspices of the China Inland Mission, which has over a thousand workers in your part of the world. Mr. W. H. Aldis, one of the secretaries of the Mission, tells me that while some people may question the wisdom of sending out missionaries to China during the present tumult and turmoil, the action has been fully considered.

The younger workers are not going directly into the far interior, but to language schools. With regard to those who are taking up their work once more after varying periods of service they are not, of course, expecting an easy time. They recognise that there is danger, but they are willing to face it.

#### Biggest Flying Boat.

It may be said that the conquest of the air has been advanced another stage since the largest flying boat that has ever been constructed has just passed experimental tests at the Air Ministry. The new boat, which was built secretly at aircraft works on the Humber, is driven by three Rolls-Royce engines, capable of developing 2,100 horse-power.

The machine carries a crew of five, but it could easily accommodate 20 passengers. The intention is to use the boat for reconnaissance duties at sea with the fleet. While at anchor it will be able to ride out all except the biggest storms, and is equipped with anchors, boat hooks and life-belts.

#### Disappointed Shareholders.

There has been something in the nature of a mild sensation in the City owing to the outspoken report of Lord Buckmaster on the position and outlook of British Controlled Oilfields, Ltd., a gigantic concern with large interests in Central and South America, in Asia, and in the Near East. The Company, which was incorporated in Canada in 1918, has not achieved the success which was anticipated, and for a long time there have been rumours that the position was actually worse than the shareholders were led to believe. Last year discontent with the management reached such a pitch that the control of the Company was taken out of the hands of the old board, of which Sir E. Mackay Edgar was chairman, and an entirely new body was elected.

The appointment of Lord Buckmaster to the presidency of the concern raised hopes that the affairs of the Company would be placed on a sounder basis, but the expectations then formed were not raised. The new board, with the best intentions in the world, failed to restore prosperity to the Company, which according to the report of the directors just issued, shows that thirty million dollars—  
(Continued on next Column.)

### THIRTY YEARS AGO.

#### A FORECAST OF RUSSIAN POLICY.

#### CHINESE EASTERN RAILWAY.

Rev. Hugh H. Eytton-Jones, of St. Paul's, Victoria, Herts., writes to *The Times* of September 17th:—

Recent controversy with regard to the Chinese Eastern Railway revives a memory of some 30 years ago, when I was living in the Prefecture City of Fuh-Ning, to the north of the Province of Fuk-Kien. I was engaged one afternoon with my Chinese teacher, Mr. Ting Chang U, when, after a hasty knock, my servant hurried in bearing a huge red visiting card. "The Sub-Prefect waits without." We rose at these words, and almost immediately our official friend, Mr. Wong Bang Kwei, was ushered in. Head of the county gentry and *literati*, our visitor was a man of singular charm, and in a land where courtesy has long been a fine art, none more polished than he. Hence our surprise at this haste, and at this apparent disregard of conventionalities.

His opening words revealed his distress. "Have you heard the news? The Foochow courier has just arrived with the latest. We have completed a treaty with Russia, who is to build a railway through our territory, and to garrison it with her troops. In 30 years we may redeem it." He ended in deep dejection. "In 30 years where shall we be? In tones of mingled indignation and despair came the rejoinder of Mr. Ting. "At last, at last, our necks are under Russia's heel."

Now the three decades are over, the Russian Soviet has an opportunity of reversing an obnoxious policy and of redressing a manifest infraction of China's sovereignty. But I apprehend that, though the voice be now the persuasive voice of Jacob, the hands are the hands of Esau. Frankly, I would ask my Chinese friends to observe that the settled policy of England, beginning with the Japanese Treaty in the East, and concluding with the Entente in the West, has been to prevent the hegemony of any one tyrant, whether in the Orient or the Occident. Dispassionate observation will assuredly show that the true friends of China are British, not Bolshevik.

#### THE NATIONAL CHRISTIAN COUNCIL.

#### CHINESE CHRISTIAN LEADERS.

The second day of the Fourth Annual Meeting of the National Christian Council, at Shanghai, began with a devotional meeting led by Mr. F. Z. Koo, a secretary of the Y.M.C.A., in which among other things he showed by quotations from the Chinese classics something of the religious experience of the writers. After this, the conference was divided into four groups which met separately. They spent their time in the main trying to outline the deepest issues at present confronting the Christian movement in China. In the afternoon the various groups reported, and there was a general discussion of the same subject. Later in the day Dr. C. Y. Cheng, a secretary of the National Christian Council, presented the subject of a National Programme for the Christian Church in China.

In both the group and general discussions a number of points were repeatedly emphasized dealing with the present condition and problem of the Christian Church. It was felt in the first place, that generally speaking, Chinese Christians are at a low state of spiritual vitality. In the second place, frequent reference was made to the numerical inadequacy of Chinese Christian leaders. It was pointed out that young Chinese Christians tend away from the Christian ministry and toward institutional and social types of Christian work. The representative of one large mission stated that all the theological training schools in North China are not producing a sufficient number of graduates to meet the needs of his one mission alone. On the following day, the chief subjects brought before the Council were the work of the Council during the year, its programme for the future, and the basis of its co-operation.

#### £5,000,000 LEFT TO HOUSEKEEPER.

#### RELATIVES' CLAIM TO A RECLUSE'S ESTATE.

Some time ago there died at Geneva an aged German recluse whose sole companion during his many years' residence in Geneva was a housekeeper. After his death the housekeeper (says the *Central News* correspondent) produced a will whereby she inherited all the old man's fortune. A nephew and niece have now come forward and instructed a solicitor to press their claims to the estate. It has been ascertained that the recluse died very suddenly, and the legal authorities have granted an order for the exhumation of the body. The amount at stake is said to be 125 million francs. If the sum expressed in Swiss francs the fortune amounts to £25,000,000.

### A MISSIONARY'S LETTER.

#### WRITTEN WHILE IN THE HANDS OF BANDITS.

#### MR. C. F. DAVIES NOW RELEASED.

As already stated in the *Daily Press*, Mr. C. F. Davies, the missionary who was captured by bandits a month ago at Chowkiakow, has been released. He was held to ransom for \$50,000 and 100 pistols.

While in captivity, Mr. Davies wrote the following letter, which he managed to have smuggled out of the bandit camp by a guard, who was friendly disposed.

Chowkiakow N., September 15th.  
About 2.30 a.m. yesterday our double city was attacked by bandits under a man named Niu, who, I am informed is responsible for the Taikang tragedy. Here our premises were almost the first to be attacked. I had the two ladies, Mrs. D. and Miss Poppins in one hiding place and the girls and women away back in the women's quarters where we thought they were safe. I deemed it well to be in a more exposed corner so that I could be found before them and satisfy the robbers. This really worked, but, alas, scholars and two teachers and others were found and I have not placed them yet.

My wife and Miss P. must have had an awful 36-hours until 4 p.m. to-day when I was able to get a Christian man to find them. He came to me on a pretext to do doctoring. He said later that he found the ladies all right. I hope he was not deceiving me for comfort's sake. Their escape from being found is wonderful.

The two houses which we have on the south side were absolutely destroyed during the vigil. God only could keep their reason in order during the time.

Coming away with the robbers I was able to get my guard to let me go in for a few moments. My study was not burned and the Loc. Sec. Ledger and the Mission Books were safe then.

#### The Torture of Others.

I have besought D. Ho to care for the ladies. Alas, his daughter is one of the captives.

We are now across the river and are to go on to-morrow, I am told. I judge I am one of about five to ten thousand captives. I am treated well enough as I am wanted to *pao hien* but the torture I have seen of the others to make them promise money is just too much.

I am a hostage, I suppose, to allow these awful men to carry the scourge on. Well, if it comes to death for me, I trust for courage for me and grace and provision for my family. I think I ought still God can use our prayers to change their hearts.

I think Chowkiakow will be too much for the two ladies after this. They will have what clothes they have on and must needs go. I fear that the boarding school for girls must be at least suspended.

In actual cash lost, I hope that it was not much over \$200. The Brooks' loss, also our own and the ladies must be considerable, besides some 25 *hsien* at least a little more than a mass of bricks. I hope the north house has been saved.

I am hoping to get this off to the Post Office by a friendly guard. I have led me to read Psalm XXXI from a Bible I got a bandit to get for me from our front yard.

C. F. DAVIES.

### NEWSPAPERS IN CHINA.

#### ANNUAL MEETING OF SHANGHAI JOURNALISTS.

(*Asiatic News Service.*)

SHANGHAI, October 7th.  
At the annual meeting of the Chinese Shanghai Journalists Club it was reported that there are in China 630 daily newspapers, and 150 news agencies. In spite of the oppression of the militarists, the journalists enterprise it was said had flourished everywhere. Some journalists had been shot by the authorities, but others had not been discouraged. It was believed that more success would be achieved in future.

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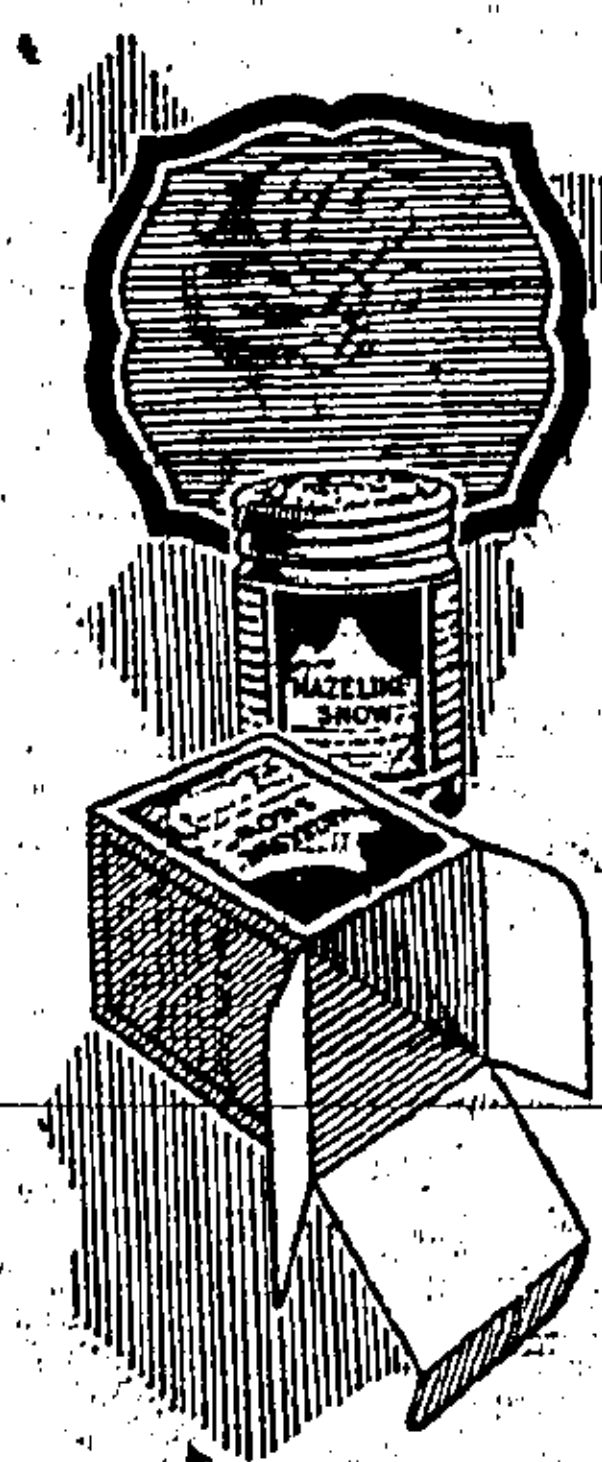
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## TRAFFIC OFFENCES.

### EUROPEAN AND A TAXI-DRIVER INSULTING BEHAVIOUR.

Among traffic cases, heard by Major C. Willson at the Central Magistracy yesterday was one in which the driver of a taxicab was charged with refusing to complete his journey and insulting his fare.

The complainant, Mr. T. F. O'Sullivan, said that he was travelling in the car from the Post Office to Robinson Road on the evening of October 4th, when the defendant stopped at the Albany junction and refused to go further. Witness declined to pay the fare unless the journey was completed, and the defendant then used insulting language and came back with a foot pump which he brandished before complainant's face with further bad language.

A Chinese constable corroborated the evidence.

Defendant denied that he used abusive language and gave as his reason for not completing the journey that there was an obstruction on the road.

His Worship convicted on both charges, imposing a fine of \$15 for insult and \$10 on the other charge.

### Negligent Driving.

In another case, in which Chief Inspector Aris prosecuted, a Chinese was charged with negligent driving. He admitted the charge.

Inspector Aris explained that at about quarter past six on the 13th inst., he was driving down Stubbs Road in his "Austin 7" car. There was another vehicle approaching, and when they were nearly abreast, the defendant suddenly came from behind with no warning. To avoid a collision, Inspector Aris was compelled to apply both brakes, and pull right into the wall. Had he been driving a bigger car, he added, a collision would have been inevitable.

The defendant was fined \$20.

### Excessive Load.

The owner and driver of a lorry were summoned, the former for allowing the lorry to be overloaded, and the latter with having inefficient brakes.

Sergeant Hopkins said he saw the lorry at 9.30 p.m. on the 13th inst., in Garden Road proceeding towards Robinson Road. He took the lorry to be weighed and found the load was over two tons in excess of the maximum allowed.

The owner said the lorry was hired out, and he did not know what the load was. The driver admitted having inefficient brakes.

Sub-Inspector Alexander said the owner had been before the Court before, after which his Worship remarked that the owner was trusting to those things without any excuse at all, and it was useless for him to say he did not know. He must have known about it. He fined the owner \$30 and the driver \$10.

## TELL-TALE FINGER PRINTS.

### SEK-GOODS FOUND IN PAWNSHOP.

A quantity of silk stolen from Messrs. Assomull & Company's store at Queen's Road Central, a cigarette holder from the Tabacqueria Filipina, and other property were traced to pawnshops following the arrest of a Chinese with the tickets in his possession.

He was charged at the Central Magistracy yesterday.

A representative of the silk store identified the defendant as the man who called at his shop several times during the cheap sale. Witness said that he suspected the man to be a thief in spite of the fact that he carried a bundle of bank notes in his hand and told him to leave the shop. Witness further identified four pieces of silk as the property of the shop.

Defendant denied the thefts, but admitted pawning the articles which he said were bought by him.

His Worship found defendant guilty. Sub-Inspector Vincent preferred another charge against the defendant of returning from banishment. Evidence of identity of finger prints with those appearing in the banishment warrants was given, but although the top of one finger of defendant's left hand was missing and appeared so in the impressions he still maintained that he was not the man.

Sentence was deferred until to-morrow for further evidence of an interpreter.

## DRUNKEN SOLDIER.

### ALLEGED THEFT BY RICKSHA COOLIE.

How a ricksha coolie was going through the pockets of a R.A.S.C. private in a lane near the Queen's Theatre after midnight on Sunday was related by a Chinese detective when the man was charged before Mr. R. E. Lindell at the Central Magistracy yesterday with the theft of \$1.40.

The constable said he was shadowing three other men at the time, and on arresting the defendant the men attempted to rescue him, but were driven away by a threat to use his revolver.

Complainant admitted he had many drinks and did not recollect later events. Mr. Hind appeared for the defence and submitted there was no evidence of theft when the money was found on the ground. Called to give evidence from the witness box, defendant said that the soldier attempted to get away without paying his fare, and he intercepted him with his vehicle as the passenger was near the steps on the side of Pedder Building.

After hearing evidence, Mr. Lindell said that although he felt certain that defendant was guilty, the evidence might not be sufficient for a conviction. The case was adjourned for further consideration until Thursday.

## A SHOCKED HUSBAND.

### RAVING LUNATIC AS BRIDE.

### A GILBERTIAN EPISODE.

An almost incredible story, which reads more like the libretto of a Gilbertian opera than actual fact, was related in the District Court, Singapore, it relates to the marriage adventures of a Chinese tea-dealer who alleged that after making a contract with the three marriage brokers to supply him with a pretty young Chinese girl for his wife they palmed off upon him a raving lunatic who, after trying to stab one of his daughters, had to be sent to the Asylum. The substance of his claim was the return of the brokerage fee of \$320 he had paid to the defendants, Lim Bow, Ang Leok and Lim Toh, and he based his claim on the plea, which according to his story seemed amply justified, that the consideration for which the money had been paid had failed.

The plaintiff, who is a widower, was first approached by two women and a man, who were marriage brokers, and the suggestion was made to him that he should make another venture in matrimony, the brokers backing up the suggestion with the statement that they had a pretty young girl named Toh Cheow, 23 years of age, who would be an ideal match for him. The lady had been adopted by the first and second defendants with the object of her being given in marriage to the son of the third defendant, but whatever liking the girl had had for the match, had since cooled off and she had no desire to marry Lim Toh's son. The plaintiff fell in with the suggestion that she would be an ideal mate for him and expressed his agreement with the proposal by the payment of \$20 out of the \$320 which the brokers required for marriage expenses.

### The "Happy" Meeting.

On the day in June fixed for the marriage the three defendants with the marriage brokers waited on the plaintiff at his house and claimed the balance of the brokerage, \$300. After paying over the money plaintiff sent his cousin, from whom he had borrowed a motor-car for the purpose, with the marriage brokers to a house at the fourth mile on the Bukit Timah Road to fetch the bride. A shock awaited the expectant groom for on her arrival he discovered the bride to be a raving lunatic, who immediately demonstrated her lack of the proprieties by picking up a knife and threatening a daughter of the plaintiff. He was, therefore, obliged to place his newly acquired bride under restraint. Since the skill of Chinese doctors brought about no improvement in her condition, he complained to the brokers, whose reply was a suggestion that he should pray for the restoration of her health. As the "sem-bayang" was also without result the bride had to be removed, via Beach Road Police Station and the General Hospital, to the Asylum at Pasir Panjang, where she still remains.

At the conclusion of the plaintiff's story, Mr. Sarwar told Mr. A. V. L. Davies, who appeared for the defendants (Mr. M. C. Johannes was for the plaintiff), that he took a very serious view of the case. If, after hearing the defence, he found for the plaintiff, he would have to deal severely with the defendants, as it seemed to be a case of cheating.

The defendant's version of the story has yet to be told.

## DRUNK IN TEMPLE.

### A SIKH'S MISDEMEANOUR.

A Sikh from Shanghai was charged at the Central Magistracy yesterday with being drunk and disorderly at the Sikh Temple, where he was allowed lodging.

Evidence was given by a priest that defendant was frequently drunk and therefore had to be asked to leave the temple. On the last occasion when witness remonstrated with the defendant on his conduct he said that defendant shook him by the beard.

A Sikh police inspector, who was also president of the temple committee, said that defendant was a bad man and had no right to be in the temple.

His Worship sent defendant to prison for fourteen days without the option of a fine.

## RUSSIAN'S VAIN HOPE.

### STOWAWAY ON SHANGHAI STEAMER.

A Russian was charged yesterday before Mr. J. H. B. Nihill at the Kowloon Magistracy with being a stowaway on board the s.s. *Witell* from Shanghai.

Defendant said that he had no intention of having a "free trip," as he expected to get a job on board when the steamer was on the high seas.

He, however, admitted having gone on board the steamer without the permission or the consent of the master. He was therefore sentenced to 17 days imprisonment, on the expiration of which he will be sent back to Shanghai by Messrs. Melchers & Co., agents of the steamer.

## FORGED CHOP.

### YOUTH'S STORY OF DEATH THREAT.

"Were it not for your youth, I would have committed you for trial at the Sessions. However, you have committed a very serious offence, and I sentence you to six months' hard labour," said Mr. J. H. B. Nihill to a Chinese of 21, at the Kowloon Magistracy yesterday.

Sergeant Daly, prosecuting, said that defendant was employed by a woman who was a paper-box maker, and that by forging the chop of his mistress, defendant succeeded in obtaining from various creditors the sum of \$50. He later wrote her a letter making a frank confession.

Defendant admitted the charge and said that he was forced to commit the crime as he was threatened with death by a friend to whom he owed money.

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# Best Portland Cement.

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GENERAL MANAGERS,  
HONGKONG.

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TO-DAY

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FOR  
THE NAVY LEAGUE'S GRAND CONCERT  
INCLUDING THE ZEEBRVGGE FILM

ON  
THURSDAY, 21st October, at 9.30 p.m.  
TICKETS ... .. \$3.00 Each.

## NORMANDIN'S FINE OLD BRANDIES.



OBTAINABLE FROM

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PER BOTTLE  
(DUTY PAID.)

SPECIAL	\$3.10
15 YEARS' OLD	4.00
30 YEARS' OLD	4.75
INVALID	4.85
GRANDE RESERVE (17th Century bottle)	5.25
1875 COGNAC (White Flint Hook Bottle—very special)	8.50

## NAVAL AND MILITARY INTELLIGENCE.

The periodical recurrence of trouble on the Yangtze invariably acts as a lodestone to the junior officers of the Royal Navy, writes the correspondent of the *China Express and Telegraph*. The Admiralty, he adds, might have the services of fifty officers where only one is required. This love of adventure, which is part and parcel of the Anglo-Saxon nature, is not so much a personal characteristic as it is a national trait, some down through countless generations of a sea-loving people. The spirit of danger which must necessarily arise from time to time in flotilla work is the whet to an appetite already keen for such work. China is one of the few countries at the moment in which the chances of active service are likely to arise, and for that reason service on the China Station is very popular.

Following the completion of his period of service at Port Edgar base, Paymaster Captain A. C. Raousset, U.B.E., has retired. In the China War of 1900 he was the paymaster of the *Zosario*. It has been decided by the Admiralty that all native ratings, including Chinese, whether British subjects or not, may be granted the medal for good conduct, if duly qualified by service and character.

Dating from September 18th, Captain R. C. Davenport, formerly commanding the cruiser *Despatch* in China, the crew of which vessel suffered some casualties in the recent gunboat action on the Yangtze, took up the more prosaic duty of Captain of the Royal Naval College at Greenwich. Captain Davenport was promoted in 1922.

The following appointment was made by the Admiralty on September 18th:—Engr.-Capt. E. E. Bartlett, to *Hawkins*, Adm. (October 1st); and as Fleet Engr.-Officer (on joining).

A number of troops left Ajdarsheet on September 17th, forming composite drafts for service in Hongkong, including trained men of the Royal Army Medical Corps.

## TO LET.

TO LET—From 1st November, Furnished, No. 405, SYDENHAM ROAD, FRANK. Eight-roomed HOUSE with Garden and Tennis Court.

Apply—  
SPECIAL MANAGER,  
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TO LET—Near MAY ROAD STATION TWO FLATS in the NEW BUILDINGS with all Modern Conveniences—Apply: A. V. APCAR & Co., Ltd., 1, Des Voeux Road Central. [4029]

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GROUND FLOOR OFFICES near KOWLOON FERRY. Apply to—  
Box No. 2313,  
c/o Hongkong Daily Press.

## TO LET.

A EUROPEAN SHOP in NATHAN ROAD, Kowloon. Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
40251 Alexandra Buildings.

## TO LET.

TOP-FLAT in No. 5 and GROUND FLOOR in No. 7, FRANK BUILDINGS, Kowloon. Apply to—  
SPANISH DOMINICAN PROCUROTOR,  
HONGKONG. [3994]

## OFFICE TO LET

IN ALEXANDRA BUILDINGS. Apply to—  
SECRETARY,  
A. S. WATSON & Co. Ltd.  
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MACKINNON, MACKENZIE & Co.  
[4078]



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MARINE ROPE  
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ROPES OF ALL  
SIZES FOR ALL  
PURPOSES  
MADE FROM  
PURE MANILA  
HEMP  
MANUFACTURED  
BY THE MOST  
MODERN  
MACHINERY.

"Any man may be in good spirits and  
good temper when he's well dressed.  
There ain't much cred' in that."  
—Ma in Chuzzlewit.

No; the credit lies in *Being* well dressed,  
and for that, almost as important as your Tailor or  
your Dress maker, is a Firm that can be always  
relied upon, at the shortest notice, to undertake for you.

Pressing, Dry-Cleaning or Dyeing.

It means a lot to know that any article you send  
will be carefully mended first, and, when required,  
will be returned within a few hours.

AND YET

whilst giving the most rapid service  
work of the highest possible standard  
free collection and delivery  
free mending

OUR PRICES

are 25 per cent below current Hongkong rates.

If you have not yet received our price list  
Please send for one TO-DAY.

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and Dry-Cleaning Co.**  
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OBTAINABLE EVERYWHERE.

VACANT Immediately No. 9, Peak Road, Redecorated and Modern Fittings  
Installed. Stands on Own grounds. Splendid Location, yet Central. Ready from  
November 1st. First and Ground Floor FLATS in May Road behind Gray's Bank Mess.  
\$218/240 plus 12% Taxes. Each Flat has Five Rooms with Three Modern Bath Rooms  
leading into each Bedroom. MACDONALD ROAD, Two FLATS Now Available. Houses  
for Disposal in Desirable Locations on Easy Terms. Shares and Bonds in Small or Large  
Lots Negotiated.

**HONGKONG SMALL INVESTORS, SHARE & REAL ESTATE CO.**  
10, DE VORSE ROAD C. TEL. C 4630. [97]

## TWENTY-SEVEN YEARS IN THE FAR EAST.

RETIREMENT OF MR. W. N. C.  
ALLEN, SHANGHAI.

Shanghai last Saturday said good-bye  
to Mr. W. N. C. Allen, who, after 27  
years in the Far East, is going Home, to  
settle down there. Mr. Allen arrived in  
Shanghai for the Bradford Dyers' Association  
and has been with that firm un-  
interruptedly, filling the position of  
managing agent during the past several  
years.

Commenting on his retirement, the  
N.C. Daily News says:—

Outside business, Mr. Allen's principal  
concerns were golf, lawn bowls and  
Masonic affairs, and perhaps the latter in  
particular. The local Masons will feel  
his loss very keenly, for he took the  
greatest interest in everything associated  
with the craft and, in addition to being  
organist of the Northern Lodge, he was  
District Grand Organist, E.C., for 12  
years. His mother lodge was Kilwinning.

However, it was not the positions he  
filled nor any particular achievements of  
his that made him so well known, but his  
personal characteristics and especially his  
genial manner. Never has one heard of  
Mr. Allen nor of plain "Allen," but  
always "Pa" Allen and as such he will  
be remembered. There may be a good  
story attaching to the creation of the  
familiar prefix, though it is unknown.  
"Pa" for many years has been one of  
the best-known men in Shanghai and  
equally one of the most popular. Un-  
fortunately his health for a long time has  
been very poor and it is understood that  
this fact has hastened his departure for  
Home and it will be the wish of the  
multitude of his friends that he will re-  
cover much of his former strength and  
activity and live for many years to enjoy  
the pleasures of a more kindly climate.

## TWENTY YEARS' SERVICE IN SHANGHAI.

MR. W. J. TERRILL, CHIEF  
HEALTH INSPECTOR.

Among the passengers on the Blue  
Funnel Liner *s.s. Patroclus*, which leaves  
Hongkong to-day for Marseilles and  
London, is Mr. W. J. Terrill, who has  
spent twenty years service in the Health  
Department of the Shanghai Municipal  
Council. He has now retired as Chief  
Health Inspector, and is on his way  
Home.

Last Friday a pleasant function took  
place in the Medical Library of the  
Municipal Health Department. Mr. Ter-  
rill being presented with a parting gift  
subscribed by officers of the Health De-  
partment.

In the presence of Mr. G. J. Turnbull,  
Chief Clerk, and all the officers of the  
sanitation division, Dr. C. Noel Davis,  
the Commissioner of Public Health, re-  
ferred in feeling terms to the departure  
of Mr. Terrill.

Dr. Davis asked Mr. Terrill to accept  
a very handsome silver tea-service as a  
mark of esteem, wishing him and his  
family *bon voyage* and many happy years  
of retirement in Devonshire. Mr. Terrill's  
native county.

Mr. Terrill expressed his gratitude  
and appreciation in a few suitable words.  
He drew attention to the fact that sub-  
ordinate officers of the Council were now  
able to retire at a reasonable age through  
the forethought and consideration of the  
Council. Thanking his colleagues for the  
beautiful present, he expressed a hope  
that they would each in the fullness of  
time attain to a similar happy consum-  
mation. He assured them of a hearty  
welcome at his home in Stoke Gabriel,  
Devonshire, should they at any time call  
on him.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 19th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.04	30.07	30.05
Temperature	73	64	73
Humidity	61	55	47
Wind Direction	NNE	NNE	ESE
Force	3	2	3
Weather	B	O	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 18th ... 74

Lowest open-air Temperature on 19th ... 64

B=Blue sky; C=Cloudy; D=Drizzle;  
F=Fog; L=Lightning; M=Mist; O=Overcast;  
P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

## HONGKONG TIDE TABLE.

From October 20th to 26th, 1926.

High Water.		Low Water.	
Day of Week	Time	Day of Week	Time
Wed. 20	8 29	Thu. 21	8 55
Thurs. 21	9 26	Fri. 22	10 28
Fri. 22	10 56	Satur. 23	11 17
Satur. 23	12 16	Sun. 24	1 16
Sun. 24	2 16	Mon. 25	3 16
Mon. 25	4 16	Tues. 26	5 16

## HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

October 19th, 1926.	
Banque Indochine	11,155 sel.
Do. (London)	2133 nom.
Chartered Bank	231 buy.
Commercial Bank, A. & B.	231 1/2 dir. nom.
Do. (O)	231 1/2 dir. nom.
F. & O. Bank	494 buy.
East Asia Bank	24 nom.
Canton Insurance	243 buy.
China Underwriters	24 buy.
North China Insurance	114 1/2 nom.
Union Insurance	2993 buy.
Y. & N. Insurance	230 buy.
China Fire Insurance	230 buy.
Hongkong Fire Insurance	230 buy.
Douglas	230 buy.
H.K. & M. Steamboat	230 buy.
Hongkong Tugs	230 buy.
Lido-Chinas (Prof.)	230 buy.
Do. (Ucl.)	230 buy.
Shall Transport	230 nom.
Star Furnace	230 nom.
Waterworks	230 buy.
China Sugars	230 buy.
Malayan Sugars	230 buy.
Benguet	230 nom.
Kailan Mining	230 nom.
Langkat (combined)	230 buy.
Do. (single)	230 buy.
Shanghai Exploration	230 buy.
Shanghai Loans	230 buy.
Rails	230 buy.
Trunk Mines	230 buy.
Ural Caspian	230 nom.
H.K. & K. Wharfe	230 nom.
H.K. & W. Docks	230 nom.
Hongkong	177 1/2 buy.
New Engineering	230 buy.
Shanghai Docks	230 buy.
H.K. & S. Hotels	230 buy.
Hongkong Land	230 buy.
Hongkong Realty	230 nom.
H.K. Territorial	230 sel.
Hongkong Estates	230 nom.
Prince's Buildings	230 nom.
Bural Lands	230 nom.
Ewo Cottons	230 buy.
Oriental	230 buy.
Shanghai Cottons (old)	230 buy.
Do. (new)	230 buy.
China Buses	230 nom.
Hongkong Tramways	230 buy.
Peak Tram (old)	230 nom.
Do. (new)	230 nom.
Singapore Tractions	230 nom.
Taxi	230 nom.
Amusement	230 buy.
Canton Ice	230 buy.
Cement (combined)	230 buy.
Do. (old)	230 nom.
Do. (new)	230 nom.
China Lights (combined)	230 nom.
Do. (old)	230 buy.
Do. (new)	230 buy.
China Provident	230 nom.
Construction	230 nom.
Dairy Farms	230 nom.
Der A. Wings	230 nom.
Hongkong Electric	230 nom.
Macao Electric	230 nom.
H.K. Ropes (combined)	230 sel.
Do. (old)	230 sel.
Do. (new)	230 sel.
Lane Crawfords	230 nom.
Macmillan	230 nom.
Amoco	230 nom.
United Asiatics	230 nom.
Watches (old)	230 buy.
Wm. Powells	230 nom.
Telephones	230 buy.
buy—buyers; sel—sellers; no—no deal.	

## EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUBY, October 18th.

Paris	167 1/2
Brussels	173
Amsterdam	12 13
Berlin	20 37 1/2
Copenhagen	18 24 1/2
Vienna	34 39 1/2
Helsingfors	12 1/2
Lisbon	2 17 1/2
Buenos Aires	45 1/2
Shanghai	2 8 1/2
Yokohama	2 0 7 1/2
New York	4 85 3 1/2
Geneva	25 11
Milan	119 1/2
Stockholm	18 15
Oslo	12 34 1/2
Prague	16 3 1/2
Madrid	31 00
Rio	6 33 1/2
Bombay	1 5 15 1/2
Hongkong	1 10 1/2
Silver (spot)	24 3 1/2
Silver (forward)	24 1 1/2

## ANNOUNCEMENT.

THE INSTITUTION OF ENGINEERS &  
SHIPBUILDERS OF HONGKONG.

THE SHIP

A BARRY HISTORY.

A Paper on the above Subject will be Read  
by

J. S. GILLINGHAM, Esq., M.I.N.A., M.B.E.,  
of the Royal Corps of Naval Constructors,  
(Member)

in the Rooms on

FRIDAY, 22nd OCTOBER, 1926,

AT 6 P.M.

CHAIRMAN—JAMES ORMISTON, Esq.,  
President.

The Committee trust that Members and  
their Friends, including Ladies, will Attend in  
Large Numbers.

A. LANDSBERG,  
Hon. Secretary.

## MARTIN'S PILLS

APIOL & STEEL

Sure and certain for all Female  
complaints. Every lady should  
keep a box in the house.  
Chemists and Stores sell  
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# QUEEN'S

TO-DAY ONLY.

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PRESANTS

GLORIA SWANSON

IN

"MADAME SANS GENE"

ALSO

THE FUNERAL OF RUDOLPH VALENTINO.

# WORLD

2.30 5.15  
7.15 9.15

MILTON SILLS

AND

ANNA Q. NILSSON

IN

"FLOWING GOLD."

# STAR

5.30, Till 8.45

and 9.20

TO-DAY AND TO-MORROW.

RUDOLPH VALENTINO

IN

"COBRA."

# THE HONGKONG HOTEL

ROOF GARDEN

AND

BALL ROOM

WILL BE RE-OPENED ON

SATURDAY, 23rd OCTOBER, 1926

WITH A

SPECIAL DINNER DANCE

Dinner: \$4 Per Head

DANCING 8 P.M. TO MIDNIGHT

(Fancy or Evening Dress Optional)

TABLES MAY NOW BE BOOKED AT

THE HONGKONG HOTEL

TEL. C. 2581

Commencing MONDAY, 25th October, 1926

POPULAR TEA DANCE DAILY

(SUNDAYS EXCEPTED)—4.30 P.M. TO 6.30 P.M.

IN ROOF GARDEN

Admission: FIFTY CENTS

Including TEA

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THE HONGKONG & SHANGHAI HOTELS LTD.



## Correct Dress Wear

**MACKINTOSH & Co., Ltd.**  
MEN'S WEAR SPECIALISTS,  
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**Come At Once and Get the Pick of Our Stock.**

**WHITEAWAY, LAIDLAW & CO., LTD.**  
**HONGKONG.**

**THE KAILAN MINING ADMINISTRATION**  
DODWELL & CO., LTD., Agents, Hongkong.

The Magistrate thereupon remanded defendant for one week.

defendant for one week.



## STILL SOME "HOLD UP" IN CARGO.

DIFFICULTIES OVER MATTERS OF DETAIL.

GENERAL EXPECTATION THAT QUESTION WILL BE SETTLED IN A FEW DAYS.

## SITUATION IMPROVING IN SWATOW.

The general news regarding the commercial outlook in Kwangtung is distinctly encouraging, and the more optimistic feeling all round was reflected by the amount of shipping in the Harbour yesterday. Since the commencement of the boycott the average number of vessels entering daily has not been more than a dozen. Between 9 o'clock on Monday and 9 o'clock on Tuesday there were 23 entries and thirteen more arrivals before 5 p.m.

As explained by our correspondent in his letter given below there is still a "hold up" of cargo in Canton, but the difficulty appears to be one of detail and it is confidently hoped that it will be settled very shortly.

The Naval message from Swatow is confirmed by one from our own Correspondent at that Port. The Naval report, dated Monday says:—

Labour Unions here now more subdued probably through the improvements in situation at Canton becoming more widely known. It appears probable some employees of British firms will return to work to-morrow Tuesday.

Our own Correspondent wired from Swatow yesterday:—

The Commissioner of Foreign Affairs states that he has not received instructions from Canton concerning the strike and boycott but that he is communicating with the Strike Committee. The Labour Unions are much more subdued now the improvement in Canton is well known and the returned delegates have partially explained the real situation and the instructions from Canton. A meeting was held yesterday and employees will probably be returning to-morrow.

Swatow is about a week behind Canton and the strike leaders have endeavoured to foment trouble for as long as it was possible for them to do so. Now, however, it seems that the trend is distinctly towards a settlement. A German steamer brought in 300 tons of general cargo from Swatow yesterday.

## THE "HOLD UP" IN CARGO.

VARIOUS REASONS GIVEN. RUMOUR REGARDING THE SEAMEN'S GUILD.

## COLLECTION OF CANTON TAXES.

Our correspondent writes: The Canton taxes—it is a little misleading to call them surtaxes—are general and are at the rate of half the Customs tariff for ordinary imports and exports and are equal to the Customs tariff for certain luxuries. For example, on silk the Customs tariff is 10 taels per picul and the Canton Government are collecting five taels per picul. Where the Customs charge five per cent. on ordinary articles the Government are collecting two and a half per cent. On luxuries they are collecting five per cent. These taxes apply to all articles imported and exported irrespective of nationality.

As regards the movement of cargo for shipment via Hongkong, there is still some "hold up." Many and varied are the reasons given for this, and I must confess that I am still in a fog as to why it should be.

One reason given is that the Transport Guild, which controls the cargo boats, is not yet willing to reduce their charge of 40 cents per picul whereas the merchants are insisting that this charge should return to what it was formerly, namely 10 cents per picul, and until this is arranged it looks as if the merchants will not agree to making shipments via Hongkong.

Some say that the reason for the "hold up" is because the Seamen's Guild have issued orders to the cargo boats not to move any cargo for shipment by British steamers or even for shipment by other steamers going to Hongkong. Should this be the reason then it amounts to a continuance of the boycott by these various Guilds in defiance of instructions issued by the Canton Government. But I am not inclined to attach much importance to this and feel that the real reason for the hold up is the wish to continue the charge of 40 cents per picul.

I fancy that matter will be arranged within the next week or so and will probably end in a compromise by the merchants agreeing to pay 30 cents per picul. If the "hold up" is for any other reason, such as the reported instructions by the Seamen's Guild, then it is up to the Canton Government to insist upon their instructions being obeyed. Otherwise they are only a Government in name.

Shameen has returned much to its former state of activity but it cannot be called a normal state until foreign merchants close down their offices which they opened in the City and work their business entirely from Shameen as of old. The Chinese are perfectly willing to come again on to Shameen and to do their business there, but naturally if foreign business keep open their office in the City the Chinese will probably prefer working in this way, as they have not so far to go in other words it saves from them shoe leather!

I think it is wonderful the way Shameen has re-opened without any fuss, but conditions cannot be described as normal or satisfactory until cargoes to and from Hongkong are moving freely. Let us hope this will come about very soon.

## RUSH FOR BRITISH PIECE GOODS.

MILLION DOLLARS WORTH DELIVERED LAST WEEK.

WOMEN WANT TO SEE THE NEW PATTERNS.

[FROM OUR CHINESE CORRESPONDENT.]

Since the removal of the picket nuisance many foreign piece-goods importers in Canton have been able to distribute their goods again to the retailers in Yang Hong and other popular centres for women purchasers. Within the past week it is estimated that some \$1,000,000 or more of British piece-goods alone were delivered at Yang Hong. The mandate of the Anti-British Boycott Extension Committee that all British goods shall be disposed of within three months after October 10th does not seem to have much effect. Crowds of women and girls are visiting the Yang Hong district to inspect new patterns and it is likely that they will continue to do so after the next three months.

Upon the assurance of the Kuomintang that towing will no longer be made a monopoly for party interests, the party going as far as to offer protection to shipping, the water traffic on the West and other rivers in Canton is gradually being resumed. The latest reports show that some 33 inland tow-boat companies have put back their boats on the regular run. The resumption of the Canton-Hongkong traffic has also helped inland trade, and Hongkong now has direct tow-boat service to Shekki and other inland ports, including Taiping and other small towns along the principal rivers.

The meal tax of one per cent. on food and wine consumed in restaurants by customer will be enforced as usual by the Kuomintang, despite opposition from the public and others concerned. The latest arrangements is that the tax will be collected on account of the Kuomintang instead of by a syndicate farming out the tax for collection at a huge profit. The Kuomintang will ask the Labour Union controlling the restaurant workers to assist with the assessment and collection of the meal tax for a commission of 10 per cent. of the proceeds. It is believed that all waiters and cooks connected with the restaurants will be glad in these circumstances to promote the sale of food and wine.

Mr. Chan Fu Muk, formerly associated with a Hongkong Chinese newspaper and later connected with Kuomintang activities in Canton, has been appointed Commissioner of Labour and Agriculture. Mr. Chan's task will be to protect the interests of Kuomintang workers in Canton.

Since the inauguration of the Municipal Board of Public Health, all Canton physicians, native or foreign, have to be registered. The other day some 23 Chinese physicians took examinations for a licence to practice according to Chinese medical science, and of these, 25 passed.

## Pirates Busy.

Another piracy case occurred in Canton Harbour last week, this time the victims being passengers on the Luichai-Canton ferry launch, some 45 of whom were captured for ransom. In addition valuables worth about \$10,000 were taken. The Canton Police have since been informed that some 30 of the captured have been released by the pirates whose headquarters are around Samshan, not far from the Harbour limit.

(Continued on next Column.)

## FULL CONFIDENCE.

CHINESE CHAMBER OF COMMERCE.

VIEWS OF THE CHAIRMAN.

## QUESTION OF FARES TO CANTON.

The Committee of the Chinese General Chamber of Commerce of Hongkong met at a special session yesterday afternoon, at the offices of the Chamber in Connaught Road. Mr. Li Yau Tsun, chairman, presided, and he was supported by Mr. J. M. Wong, vice-chairman, and Mr. Ip Lan Chuah, general secretary.

During the course of the meeting, Mr. Li made reference to the happy termination of the anti-British boycott in Canton and to the resumption of Canton-Hongkong traffic. There were some merchants, he said, who were still hesitating regarding a full return to normal trading, but he advised an immediate restoration of confidence. He was sure that the leaders of the principal trade guilds in Canton would not be so unwise as to enter into another movement which would mean suffering to them all. Mr. Li said he knew the leaders of the Canton business community personally and was sure of what he said.

## Fares to Canton.

At the request of a number of travellers between Canton and Hongkong, the Committee authorised the Secretary of the Chamber to ask the several steamship companies to lower the third class fare, if possible. It was felt that the charge of two dollars, Hongkong currency, or three dollars in Canton Central Bank notes for a single trip was proving a hardship to many.

## Raising of Rents.

Three complaints of unreasonable raising of rent were considered. One alleged that the landlord had raised the rent four times within a few months, from \$25 to \$45 a month. The Committee instructed the Secretary of the Chamber to write to the landlord on behalf of the complainant. The Committee was of the opinion that all landlords should pay special attention to the present business conditions in the Colony and should not increase rentals unnecessarily.

## Fishing Junks.

Mr. J. M. Wong, vice-chairman of the Chamber, at the request of many interested in the subject, brought up the question of action for the benefit of the fishing junks sailing out from Hongkong and the vicinity. A number of lives were lost in the recent typhoon and the possibility of following the practice in Taiwan where towing launches are engaged to tow fishing junks in and out to save time was discussed. It was thought that such a use of steam or motor boats would not only save time for the fishing junks but lives in time of danger. Launches with wireless at sea would be advised of an approaching typhoon and there might be other signals to hasten the return of fishing junks which otherwise would remain in ignorance of approaching danger. Moreover, it was thought that the speedier trips of the fishing junks would develop the industry and provide more fish for the local market. After discussion the matter was referred to the fishing guilds.

Dr. Leung Hung Kee, a Chinese physician, who was taken captive for ransom while on a ferry sampan plying between the East Bund, Canton, and the Yu Yang Yuen Sanatorium one evening about a month ago, has been heard from. His captors, it is said, are demanding a ransom of \$500,000, an amount believed to be one-half of the prisoner's wealth. The pirates are apparently very near Canton, and are presumably very obliging for it is reported that Dr. Leung is able to send his laundry home every once in a while.

## RIVER TRAFFIC.

The river traffic is rapidly approaching normal. The *Sai On* brought 903 passengers and over 300 tons of cargo from Canton yesterday. The *Lungshan* arrived with over 600 passengers and a good deal of produce.

Vessels for Kongmoon are being conveyed part of the way. A gun-boat accompanied ships from Kongmoon to Wangmoon and then returns with the vessels making the first named port. Vessels for Wuchow accompany the convey as far as it suits them but there is no convey system as far as Wuchow.

## Chinese Postal Staff.

The Canton Postmen's Union is sending two representatives (Wu Tien Teh and Liao Heng In) to Hunan, Hupei, Kiangsi, Fukien, and other provinces to promote a national union among the Chinese postal staff. According to a Kuomintang organ, Chinese postmen are to work for the ousting of all "imperialists" from the service.

## Chinese Students.

Shanghai Chinese students are strongly urging Canton students to stage another anti-British boycott as a protest against the British action at Wanchien. But Canton students have a local problem of their own, and this may avert a general demonstration. Kwangtung University students and leaders of Canton students are being ousted out of their present positions, because the Kuomintang has just decided to dissolve that institution, pending its reorganisation into the Chungshan or Dr. Sun Yat Sen University. All students of the Kwangtung University will be admitted again, if they qualify, as new students of Chungshan University.

## FIRED ON BY PICKETS.

COURT SEQUEL TO SEIZURE OF CARGO BOAT.

## PROSECUTION WITHDRAWS CASE.

The case in which the crew of a boat— which they were loading in the dead of night at San Heung Po, Po On District, with vegetables for the Hongkong market—were suddenly surprised by pickets, who were alleged to have fired on them and seized the boat and its cargo, which they despatched to Hongkong, because the vegetables would fetch a higher price here than if auctioned by them, was concluded before Major C. Willson at the Central Magistracy yesterday afternoon. The prosecution decided that they were not in a position to offer any further evidence, and the defendants were discharged.

It will be recalled, as reported last week, that when the original owners of the boat arrived in Hongkong they were just in time to inform the police of the seizure, and the latter opportunely turned up at the Praya and took charge of the boat, and its cargo, which was being unloaded for the market, close by.

As a result, two Chinese, alleged to have been in the company of the pickets at the time of the seizure, and further who were said to have brought the boat with its cargo to Hongkong, were arrested.

They were charged with having in their possession, in the waters of the Colony, certain vegetables worth \$423, the property of two Chinese. It was alleged the goods were stolen on or about September 25th.

## Witnesses From the Country.

Chief Detective-Inspector T. Murphy, who prosecuted, said he had put in most of the available evidence he had. He had been in hopes of getting witnesses from the country, who actually handled the cargo from one boat to the other, that was assuming that the tars were actually stolen by the pickets. They must have been transferred from one boat and brought to Hongkong in another.

Inspector Murphy added that he had no immediate hopes of getting witnesses to the Court from the up-country district, and, therefore, he thought the only course to adopt was to say that he did not propose to offer any further evidence in the case. He asked his Worship's permission to withdraw the case.

Mr. D. McCallum, for the defence, pointed out that the defendants had been in custody for almost a month now. So far as they were concerned the charges brought against them was an absolute falsification. They were victims of other men's actions and had been in prison.

His Worship remarked that they were allowed bail.

Mr. McCallum replied that the defendants were poor men and were unable to find bail.

No Chance to Vindicate Themselves. Mr. McCallum went on to say that one witness for the prosecution had stated that the boat taken by the pickets held 110 piculs; while another witness for the prosecution said his boat could only hold 30 piculs.

Inspector Murphy said that he thought this discrepancy could be explained by saying that the smaller boat was employed to convey the cargo to the larger one, and he understood that this was what was meant by the witness in question when he referred to the boat.

After further argument by Mr. McCallum, who claimed that the defendants had been waiting the chance to vindicate their character, but had not been given an opportunity of doing so and therefore should be discharged without a stain, his Worship discharged both defendants.

## YESTERDAY'S MAILS.

## THREE FROM HOME.

Three Home mails were included in the nine that were received at the General Post Office yesterday.

In the morning the *s.s. Glenagarry* arrived from the North with 156 bags of mail, of which 22 bags was from Home via Siberia, and 25 from the Continent by the same route. The remainder of the mail was from Shanghai.

The Blue Funnel liner *s.s. Patroclus*, which also arrived from Taku Bar and Shanghai early in the morning, brought 131 bags of mail, of which 41 bags contained papers from Home via Siberia, and 11 bags contained letters and papers from the Continent. The remainder of the mail was from Shanghai.

The *Empress of Canada* brought 320 bags of mail from Canada, U.S.A., Japan and Shanghai. Included in this batch were 18 bags of mail from London via Canada (London, September 18th).

Other mails arriving yesterday were by the *s.s. Anita Maru* from Straits; *s.s. Ningchow* from Suez and Straits; *s.s. Sunning* from Shanghai; *s.s. Aki Maru* from Japan; *s.s. Sui Sang* from Straits, and *s.s. Shantung* from Shanghai.

Six outward mails were also despatched from Hongkong yesterday, and there will be nine to go out to-day, including the *Manila*, *Australian* and *New Zealand* mails by the *Aki Maru*, closing at 9.30 a.m.; the Straits and Home mail by the *Patroclus*, closing at 10.30 a.m., and also various coast port mails.

## THE NEW TAXES.

## POWERS STILL SILENT.

London, October 19th. As far as is known in well-informed circles in London, no Power has as yet protested against the new taxes levied by the Canton Government, but the taxes are regarded as illegal as they are not imposed by the Central Government.—*Reuter.*

## PIPES OF DISTINCTION

FOR

## Discriminating Smokers

"ORLIK"	MBERSCHAUM	Each \$23.50
"ST. JAMES"	BRIARS	5.00
PETERSON'S	KEPET BRIARS	6.25
UNDERBOAR	BRIARS	5.50
B.B.B.	BRIARS	5.00
DUNHILL'S	SHELL BRIARS	10.75
"	BRUYERE	"
"	MOTOR PIPES	"
"	CHURCHWARDS-	"
"	COMPANION CASES	29.50
PETERSON'S	"	21.50

## LANE, CRAWFORD, LTD.

EXCHANGE BUILDING.

## WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhea or Derrisbire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown &amp; Chronic Weakness. VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for this profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING JARSE CHEMISTS.

## THE PIRATES OF PENZANCE

RECORDS, VOCAL SCORE, LIBRETTO,

AT

ANDERSON'S

1926

THE GOLD LACQUER CHRISTMAS CARD

1926

A series of special Christmas Cards, our own exclusive design for Home friends, consisting of 25 subjects illustrating life in Hong Kong artistically reproduced in high-class photogravure, with an embossed reproduction of a rare Gold Lacquer Box and Blackwood Stand on the Cover, with Christmas Greetings in English and Chinese, and a border of fascinating Chinese design, making altogether a most dainty and appropriate card to send Home.

35 Cents each ... .. including  
\$3.50 Per dozen ... .. Envelopes  
\$4.50 Per dozen with Name printed

KELLY &amp; WALSH, LTD. THE BOOKSHOP. CHATER ROAD.



## NEW ADVERTISEMENTS.

## THE AUSTRAL-CHINA NAVIGATION COMPANY.

For  
SYDNEY, MELBOURNE & ADELAIDE  
via  
MANILA, ILOILO, SANDAKAN,  
BALIKPAPAN & RABAU.  
S.S. "CALULU"  
Sailing on 20th NOVEMBER, 1926.  
For Freight and Particulars, Apply to—  
DODWELL & CO., LTD.,  
Agents,  
Telephone No. Central 1030. [4088]

IN THE MATTER OF THE COM-  
PANIES ORDINANCE, 1911.  
AND  
IN THE MATTER OF THE PEOPLE'S  
SAVINGS CORPORATION, LTD.  
(IN VOLUNTARY LIQUIDATION).

NOTICE IS HEREBY GIVEN in  
pursuance of Section 188 of  
the Companies Ordinance, 1911, that a GEN-  
ERAL MEETING of the MEMBERS of  
the above-named Corporation will be held at the  
Office of the Liquidator, CHINA BUILDINGS,  
5th Floor, Queen's Road Central, on  
WEDNESDAY, the 24th NOVEMBER,  
1926, at 12 o'clock Noon, for the purpose of  
having an account laid before them showing  
the manner in which the Winding-up has been  
conducted, and the property of the Company  
disposed of, and of hearing any explanation  
that may be given by the Liquidator, and  
also of determining by Extraordinary Resolu-  
tion the manner in which the Books, Accounts,  
and Documents of the Company, and of the  
Liquidator thereof, shall be disposed of.  
B. H. KOTWALL,  
Liquidator.  
Hongkong, 19th October, 1926. [4089]

THE HONGKONG AND SHANGHAI  
HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that  
Undermentioned Appointments have  
been made by the Board, effective as on and  
from the 19th OCTOBER, 1926, viz:—  
In Hong Kong:—  
Mr. PERCY H. SUCKLING, A.S.A.,  
General Manager of the Company.  
In Shanghai:—  
Mr. R. WEEDING SKINNER, Shang-  
hai Manager.  
Mr. W. G. SMITH, A.C.A., Local  
Secretary.  
For The Hong Kong and Shanghai  
Hotels, Limited,  
J. SCOTT HARSTON,  
Chairman.  
Hong Kong, 19th October, 1926. [4091]

## HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES AND ENTRY  
FORMS for the FIFTH EXTRA  
RACE MEETING to be held on SATUR-  
DAY, 23rd NOVEMBER, 1926 (Weather Per-  
mitting), may be obtained at the RACE OFFICE,  
HONGKONG CLUB and CLUBWAY BAR STABLES.  
ENTRIES will CLOSE at 12 o'clock  
Noon on SATURDAY, 23rd OCTOBER,  
1926. [4091]

## NOTICE.

THE HONGKONG & CANTON ICE  
MANUFACTURING CO., LTD.  
NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL  
MEETING of SHAREHOLDERS in the  
above Company will be held at the Company's  
Town Office, 2, Lower Albert Road, Hong-  
kong, on TUESDAY, 2nd DAY of NOVEM-  
BER, 1926, at Noon, for the purpose of  
presenting the Report of the Directors and  
Statement of Accounts for the year 1925.  
The TRANSFER BOOKS of the Company  
will be CLOSED from 18th OCTOBER to  
the 2nd NOVEMBER, 1926, both days  
inclusive.  
By Order of the Board of Directors,  
J. D. THOMSON,  
Acting Secretary.  
Hongkong, 16th October, 1926. [4094]

## THE HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that  
the DEBENTURES WERE DRAWN  
at the Pavilion on FRIDAY, the 15th DAY  
of OCTOBER, 1926:—

21	236	461	667
24	241	471	688
28	243	476	700
32	248	489	714
46	249	504	727
59	257	506	744
68	258	520	750
76	261	526	753
90	277	530	760
104	288	574	763
107	292	580	773
114	295	586	783
119	313	587	791
120	321	600	795
131	347	605	798
135	361	610	800
143	364	617	803
157	369	626	806
164	390	632	818
167	406	639	823
200	409	646	830
202	424	647	832
213	442	656	836
222	448	660	839
228	461	664	843

Holders of Drawn Debentures who desire  
to be Paid on the 31st OCTOBER, 1926, are  
Requested to inform the TREASURERS,  
Messrs. PRATT SMITH, SMITH & FLEMING, on  
or before THURSDAY, the 28th OCTOBER,  
1926.

AND NOTICE IS HEREBY GIVEN  
that the DEBENTURES numbered as above  
which are not cashed on the 31st OCTOBER,  
1926, will be Paid on the 30th APRIL, 1927,  
after which date they will cease to bear  
Interest.  
Dated the 15th day of October, 1926.  
By Order,  
J. D. HUMPHREYS,  
Hon. Secretary.

[4095]

## INTIMATIONS.

## KULANGSU MUNICIPAL COUNCIL.

## ELECTRIC LIGHT REORGANIZATION.

INTERNATIONAL SETTLEMENT OF  
KULANGSU, AMOY, SOUTH CHINA.

TENDERS are invited for the IN-  
STALLATION and OPERATION of  
AN ELECTRIC LIGHT PLANT.  
Tenders addressed to the Undersecretary must  
be received Not Later Than NOVEMBER  
30th, 1926.  
For Information, Apply to—  
ROBERT TULLY,  
Hon. Secretary,  
Electric Light Committee,  
Kulangsu, Amoy, October 11th, 1926. [4093]

## REMOVAL NOTICE.

## AT THE SIGN OF THE LANTERN

WE Have Now MOVED into our New  
YORK BUILDING,  
GROUND FLOOR,  
CHATER ROAD,  
(Next Door to KELLY & WALSH).

Where You Will Find a Collection of  
CHINESE BLACKWOOD, CARPETS,  
PORCELAIN, EMBROIDERIES, BEADS,  
PERKING GLASS, LACQUER, CUSHIONS,  
LAMP SHADES, and CHINOISERIE of  
All Kinds at Fixed and Reasonable Prices.  
Also A New Consignment of SMART  
FROCKS and HATS from LONDON and PARIS.  
[4012]

## NOTICE.

## A. S. WATSON &amp; CO., LIMITED.

The Undermentioned 9 Certificates for  
384 Shares in this Company, standing  
in the Name of LEUNG HING CHEUNG,  
Have Been LOST, and if at the Expiration of  
One Month from the Date hereof the following  
Share Certificates be not forthcoming, other  
Certificates for the said Shares will be Issued  
by the Company and thereafter No Other will  
be Acknowledged.  
Certificate for 100 Shares Nos. 39314/39413  
" " " " 50852/50911  
" " " " 39214/39241  
" " " " 56800/56104  
" " " " 12413/12416  
" " " " 56934/56978  
" " " " 58130/58179  
" " " " 23638  
" " " " 101431/101526  
384 Shares in all.  
A. S. WATSON & CO., LTD.  
Hongkong, 8th October, 1926. [4049]

## NOTICE.

## THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that An  
EXTRAORDINARY GENERAL  
MEETING of THE BANK OF CANTON,  
LIMITED, will be held at the Registered  
Office of the Company, No. 4, Des Voeux Road  
Central, Victoria, in the Colony of Hongkong,  
on the 23rd DAY of OCTOBER, 1926, at 2  
o'clock in the AFTERNOON for the purpose of  
considering, and if thought fit, passing any  
Extraordinary Resolutions, the submitted  
Resolutions:—  
1.—That the nominal sterling capital of  
the Company as existing at the date  
when this Resolution is confirmed as a  
Special Resolution be converted into  
Hongkong currency at such rate of  
Exchange as may be determined by the  
Board, and that such capital so con-  
verted be increased beyond the Hong-  
kong equivalent of such sterling  
capital when such conversion takes  
place to the sum of \$11,000,000 Hong-  
kong currency, divided into 275,000  
shares of \$40 each.  
2.—That each of the issued sterling shares  
of the Company of the nominal value  
of £5 each, upon each of which the  
sum of £5 has been paid, be converted  
into one share of the nominal value of  
\$40 Hongkong currency, at such rates  
of Exchange as may be resolved upon  
and determined by the Board, and  
accordingly that 216,605 shares out of  
the 275,000 shares of the nominal value  
of \$40 each, constituting the capital of  
the Company so converted and increased,  
may be distributed by the Board to the  
persons who are registered as share-  
holders of the Company at the date  
when this Resolution is confirmed as a  
Special Resolution in exchange for the  
sterling shares then held by them.  
3.—That the Articles of Association be  
altered by deleting Article 124 and  
substituting therefor the following  
article:—  
"A dividend, instalment of  
dividend, or interest payable in cash  
by the Company to a shareholder in  
respect of a share, may be paid by  
posting a cheque, order or warrant for  
the amount in a cover directed to the  
shareholder at his registered address,  
or, by payment of a cheque or grant-  
ing of an order or warrant on pro-  
duction of the dividend book issued by  
the Company in respect of such share.  
Every such warrant shall be made  
payable at the Company's Head Office  
or other appointed place of payment.  
The Company shall be discharged from  
liability for the sum expressed in any  
warrant by payment according to any  
order for payment or endorsement  
thereon, purporting to be made by the  
payee therein named, or by any other  
person on his behalf, and no person  
shall be entitled to payment of any  
dividend, instalment or dividend bonus,  
or interest for which a warrant shall  
have been so posted, or for which  
payment shall have been made by a  
cheque or the granting of an order or  
warrant on production of the dividend  
book as aforesaid, except upon  
production of the warrant."  
AND NOTICE IS HEREBY GIVEN  
that should the above Resolutions be passed by  
the Required Majority, they will be submitted  
for confirmation as Special Resolutions  
at an EXTRAORDINARY GENERAL  
MEETING of the Company to be held  
on the 10th DAY of NOVEMBER, 1926,  
at the Same Time and Place.

By Order of the Board,  
LOOK POONG SHAN,  
Chief Manager.  
Hongkong, 14th October, 1926. [4099]

## INTIMATIONS.

## PUBLIC AUCTION.

THE Undermentioned have received Instruc-  
tions to Sell by  
PUBLIC AUCTION  
ON  
TUESDAY, WEDNESDAY AND  
THURSDAY  
THE 19th, 20th AND 21st OCTOBER, 1926,  
COMMENCING EACH DAY AT 9.30 A.M.  
WITH AN INTERVAL OF  
12 NOON TO 1.30 P.M.  
AT  
H.M. NAVAL YARD, HONGKONG,  
AND AT  
KOWLOON NAVAL DEPOT.  
OLD AND SURPLUS NAVAL  
STORES, Etc.,

Comprising—  
Money Chests, Binoculars, Metal Branch  
Pipes, Life Boat, Whaler Gigs, Old Low  
Battery Plates, Boat Sails, Electrical and  
Wireless Telegraphy Fittings, Glycine, Elec-  
tric Cable, Cooking Stoves, Ship's Fittings and  
Firebricks, Gear, Iron, Mattresses, Water  
Closets and Pans, Life Belts, Carpets, Bags,  
Mats, Table Covers, Old Steel Files, Blanks,  
Fold-up Lavatories, Curtains, Overcoats,  
Glazed and Unglazed Tiles, Leather and  
Metallic Hoses, Canvas Tubing, Old Cordage,  
Canvas Bags, Old India Rubber Old Leather,  
Old Woollen and Linen Rags, Metal Pro-  
pellers, Old Paint, Drums, Old Cork, New  
Canvas Cuttings, Old Iron and Steel, Old Brass,  
Copper, Lead and Zinc, Copper and Brass  
Tubes, Coal Sacks, Brown Jean, Wood and  
Iron Blocks, Lamps, Lanterns and Gear,  
Gauges, Old Steel Tubes, Old Steel Wire Rope,  
Dirty Mineral Oil, Olive Oil and Oil Fuel,  
Chain Cable and Gear, Drilling, Screwing and  
Grinding Machines, Lathes, Steam Engines,  
Chairs, Compasses, Binnacles, Logs, Clocks,  
Iron Drums and Tanks, Old Boasting, Fire  
Engines, Boats' Engines and Boilers, Engines  
Chain, Wire and Fibre Brushes, Glass Tubes,  
Table Fans, Baths, Anvils, Forges, Vices, Mis-  
cellaneous Tools, Ironmongery, Protective Mat-  
tresses, Filters, Mast, Seine Nets, Captain  
Engines and Gear, Charging Pipes, Hull,  
Engine and Boiler of Steam Cutter, Asbestos  
Packing, Associated Engine, Engine Room  
Telegraphs, Circular and Band Saws, Gymnas-  
tic Gear, etc., etc.

Lots May be Inspected on MONDAY, the  
18th OCTOBER, 1926.  
Terms of Sale:—As detailed in Catalogue.  
LAMBERT BROTHERS,  
By Appointment,  
Auctioneers to the Admiralty,  
Hongkong, 4th October, 1926. [4093]

BY ORDER OF THE FIRST  
MORTGAGEES.PUBLIC AUCTION  
OF  
FOUR LOTS OF  
VALUABLE LEASEHOLD  
PROPERTIES

NAMES:—  
LOT No. 1  
ALL THAT Piece or Parcel of Ground  
situate at YAU MATI in the De-  
pendency of Kowloon and Colony  
of Hongkong and registered at the  
Land Office as SECTION C of KOW-  
LOON INLAND LOT No. 639 To-  
gether with Three Buildings thereon  
in course of construction at NATHAN  
ROAD.  
LOT No. 2  
ALL THAT Piece or Parcel of Ground  
situate at TAI KOK TSUI in the  
Dependency of Kowloon and Colony  
of Hongkong and registered at the  
Land Office as KOWLOON INLAND  
LOT No. 1844 Together with One  
Building thereon.  
LOT No. 3  
ALL THAT Piece or Parcel of Ground  
situate at SHAMSHUIPO in the De-  
pendency of Kowloon and Colony of  
Hongkong and registered at the Land  
Office as THE REMAINING POR-  
TION OF NEW KOWLOON ISLAND  
LOT No. 59 Together with Four  
Buildings thereon now known as  
Nos. 61, 63, 65 and 67, YU CHAU  
STREET.  
LOT No. 4  
ALL THAT Piece or Parcel of Ground  
situate at SHAMSHUIPO aforesaid  
and registered at Land Office as NEW  
KOWLOON INLAND LOT No. 410.  
Together with One Building thereon  
now known as No. 125, TAI NAN  
STREET.

IN FOUR LOTS  
BY  
MR. E. V. M. R. DE SOUSA, AUCTIONEER,  
AT THE  
CHINA AUCTION ROOMS,  
No. 4, DUNDRELL STREET, HONGKONG,  
ON  
WEDNESDAY,  
THE 20th DAY of OCTOBER, 1926,  
AT 3 O'CLOCK, P.M.  
For further Particulars and Conditions  
of Sale apply to:  
Messrs. GEO. C. HALL BRUTTON  
& Co.,  
Mortgagees' Solicitors,  
St. George's Building, Chater Road.  
OR TO:  
MR. E. V. M. R. DE SOUSA,  
Auctioneer,  
No. 4, Dundrell Street,  
Dated the 6th day of October, 1926. [4095]

LOST.—In Neighbourhood of PRINCE CLIVE,  
Piece of JADE mounted in Diamonds  
and Platinum. Reward Offered. Reply to  
GRAY, care UNION INSURANCE SOCIETY.  
[4095]

PREPAID "WANTED"  
ADVERTISEMENTS.

TO LET.—FIRST CLASS EUROPEAN  
RESIDENCE, 8, McDONNELL ROAD, 2  
Stores, with Garage, Phone, Light, Gas  
Installed. Moderate Rental.—Apply Box No.  
206, c/o Hongkong Daily Press. [4096]

## INTIMATIONS.

THE SPIRIT OF  
CHEERFULNESS.

Cheerfulness is largely a matter  
of outlook. The world is never  
such a bad place if thoughts dwell  
on its bright side. After all the  
happiest life is made up of work-  
ing hard, playing hard, and rightly  
appreciating upon suitable occa-  
sion the really helpful partnership  
of

## DEWAR'S

DEWAR'S  
"WHITE  
LABEL"AND  
"VICTORIA  
VAT"FINEST  
OLD SCOTCH WHISKY.

As supplied to the Houses  
of Lords and Commons.

By Royal Appointment to  
His Majesty The King.

## SOLE AGENTS:

A. S. WATSON  
& CO., LTD.

BIRTH.  
MILLS.—On October 18th, at the General  
Hospital, Wuhu, to Mr. and Mrs.  
E. S. MILLS, a son.

DEATH.  
BRYAN.—On October 14th, at the Country  
Hospital, Shanghai, KATZ A. BRYAN,  
dearly beloved husband of ELLEN  
BRYAN, aged 34 years.

Hongkong Office: 1A, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, OCTOBER 20th, 1926.

THE PROFESSIONAL CHINESE  
WOMAN.

The recent interesting ceremony at  
Government House reminds us that the  
position of Chinese women is changing  
rapidly. An accomplished product of  
the liberal system of education which has  
been available for some years in Hong-  
kong, Miss Woo has received official  
recognition of the value of her work on  
behalf of Chinese girls. That recognition  
will no doubt stimulate others of the  
same sex to follow similar ambitions and  
lines of thought. That there is a grow-  
ing demand for the education of their  
daughters by Chinese parents in Hong-  
kong is evident to the most casual  
observer. His Excellency, before pre-  
siding to the Headmistress of St.  
Paul's College, the insignia of the Order  
to which she has been appointed, re-  
lated that during the last decade the  
number of girl students at that College  
has increased from 50 to over 400.  
Equally remarkable has been the phen-  
omenal growth of St. Stephen's Girls'  
College, situated at the West end of the  
City. We have not the actual figures  
showing the increase in the number of  
pupils, but the small beginning of this  
school is in the memory of many resi-  
dents in Hongkong. During the visit

of the Prince of Wales a foundation  
stone for a new building was laid by  
His Royal Highness, and it can be said  
that the present school building com-  
pares favourably with anything available  
in Britain. The school is crowded with  
girl students not only from Hongkong,  
but from Java, Swatow and other places.

A glance through the list of successful  
candidates at the Hongkong University  
matriculation and local examinations  
during recent years reveals the fact that  
Chinese girls qualify in considerable  
numbers. As far as can be ascertained  
it seems that the desire of many of those  
who go in for these examinations is to  
train for teaching work. There are, how-  
ever, many Chinese girls, not only in  
the Far East, but in Europe and America,  
who are studying for other professions  
such as medicine, the law and account-  
ancy. One enterprising Chinese woman  
student has commenced a course of train-  
ing in engineering at the local University.  
In recent years we have seen the innova-  
tion of Chinese women nurses in local  
hospitals.

It is, therefore, obvious that the move-  
ment for the economic independence of  
women in China has commenced. From  
time to time the news from Canton and  
Shanghai mentions the name of a  
Chinese woman in connection with  
national politics. The movement for the  
economic independence of women in  
Great Britain and the United States  
preceded the great efforts made mostly  
by women (who were economically in-  
dependent) in the cause of woman's  
suffrage. That is what is happening in

China. Two great changes have taken  
place in the world since the days when  
ADAM SMITH wrote his famous work  
"The Wealth of Nations." One is the  
industrial revolution and the other the  
economic independence of women. The  
former has entirely transformed the  
working day of the majority of the  
citizens of Europe and North America.  
It is beginning to affect the so-called  
"unchanging East." The shipyards and  
the factories in Hongkong and Shanghai  
are evidence of what has already hap-  
pened. Nobody doubts that, in due  
course, machinery will penetrate into the  
most obscure parts of Asia. The indus-  
trial revolution is inevitable in China.

It has its advantages and its disadvan-  
tages. We must refer readers to the  
recorded views of such eminent men as  
RUSKIN and HENRY FORD for the oppos-  
ing points of view. For the moment it  
is enough to state that the industrial  
revolution has taken millions of women  
away from the daily routine of household  
duties! Before the industrial era the  
only outlet for women's efforts was the  
home. For countless centuries the out-  
look of the Oriental woman has been  
restricted by the walls of the dwelling

of father or husband. That state of  
affairs has entirely changed in Britain  
and America; it is now changing in  
Asia. The conservative minded people  
always regard innovations with sus-  
picion; the new ideas about women have  
shocked many an elderly Chinese gentle-  
man. Circumstances, however, are too  
strong for those who wish that there  
should be no change in this matter.  
They are as powerless as was Canute  
when he tried to sweep back the oncom-  
ing tide with a broom. The industrial  
revolution not only enticed women from  
the homes of the United States and  
Britain; it immensely multiplied wealth.  
It created a new middle class, eager for  
education. Fighting against this oncom-  
ing tide the Canutes of China have used  
as a broom the Chinese classic. For  
many centuries every educated man in  
China paid lip service to the many splen-  
did ideals set forth in those classics.  
Those that were inconvenient were  
ignored, but there was no suggestion of  
ignoring the words that kept the minds  
of the women of China in fetters. Nor  
did Chinese scholars attempt to unbind  
the women's feet, bound (as the saying  
is) "at the cost of a pot of tears." The  
new ideas about women in China have  
come with others that are good and some  
that are bad, but they have come to  
stay and are rapidly developing. We  
may trust wise nature, however, to im-  
plant in the mind of every woman the  
instinct which places first and foremost  
the ideal of a happy home. For the  
chief work of women in the East, as in  
the West, will always be to minister to  
those that are bound to them by the  
closest family ties. It is because the  
economic independence of women makes  
that effort voluntary that it is done so  
much better nowadays than in years  
gone by.

Among the passengers returning to the  
Colony by the R.M.S. *Empress of the*  
Canada yesterday were Mr. and Mrs.  
Eldon Potter.

The forthcoming wedding is announced  
to Mr. Charles Percy Cave, assistant,  
A.P.C. Installation, Taikoktau, to Mrs.  
Ida Blackmore, widow, of Sheffield,  
Yorkshire.

The fifth ordinary annual meeting of  
the Hongkong and Canton Ice Manufac-  
turing Co., Ltd., is announced to be held  
at the Company's town office, No. 2,  
Lower Albert Road, on Tuesday, Novem-  
ber 2nd.

Dr. W. V. M. Koch and Mrs. Koch  
are leaving for England to-day by the  
Blue Funnel liner *Patroclus*. Travelling  
on the same liner are Mrs. R. E. Green-  
smith, Mr. and Mrs. W. G. Adams and  
Miss Adams.

A quantity of rubbish and chips  
caught fire in a carpenter's shop at  
Stanton Street yesterday. The Fire  
Brigade was called, but before its ar-  
rival, the fire had succeeded in putting  
out the fire.

The Italian Opera Company gave  
their final performance at the Star  
Theatre last night, when they presented  
"Aida" to a large audience. The Com-  
pany leave for Manila by the *Empress of*  
*Canada* to-day.

Sir Henry Pollock, who returned to  
the Colony yesterday as mentioned else-  
where, will resume his seat on the Leg-  
islative Council which, during his absence,  
has been occupied by Dr. W. V. M. Koch,  
who was elected to the position.

As the Jockey Club are holding their  
Extra Race meeting on November 6th  
it has been decided to postpone the  
Ministering Children's League fête at  
Government House which was announced  
for that date, until November 20th.

F.M.S. *Magnum*, which was rammed  
by the s.s. *Loan Lora* in Swatow, but  
not seriously damaged, is expected to  
arrive in Hongkong at the end of the  
week for repairs. The circumstances at-  
tending the collision are not yet report-  
ed.

A route march for the Hongkong  
Volunteer Defence Corps has been ar-  
ranged for this evening. All Companies,  
with the exception of the Mounted In-  
fantry Company, according to the last  
Volunteer Orders issued, parade at Corps  
Headquarters at 8.30 p.m.

Extract from a letter received to resi-  
dents in the Far East from one of their  
young daughters at school in England:—  
"I realise that Daddy must pay a lot  
of money to keep us at school in England,  
and we must try and learn something.  
I am learning to play tennis.—Punch."

Among the passengers who left by the  
Admiral Oriental liner s.s. *President Mc-*  
*Anley* yesterday afternoon were: Mr.  
A. E. Ross, Manager of the China Sea  
Company, Hongkong, and Mrs. Ross, for  
Shanghai, and Mrs. S. Black, Manager  
of the Great Northern Telegraph Com-  
pany, Hongkong, for Shanghai.

The Board of the Hongkong and  
Shanghai Hotels, Ltd., have appointed  
Mr. Percy H. Suckling General Manager  
of the Company in Hongkong, and Mr.  
R. Weeding Skinner, the Shanghai Man-  
ager, and Mr. W. G. Smith, the local  
Secretary at Shanghai. The appoint-  
ments take effect from last Saturday.

There was no business of public in-  
terest at the meeting of the Sanitary  
Board yesterday afternoon. The follow-  
ing members were present: Mr. N. L.  
Smith (President), Dr. W. V. M. Koch,  
Dr. S. W. Tao, Dr. S. C. Ho, Mr. Wong  
Kwong Tin, Mr. E. A. D. Forrest (Sec-  
retary), and Dr. A. G. M. Severn (Medical  
Officer of Health).

In connection with the visit to the  
Colony of the three Indian women  
cyclists, Messrs. Adi B. Hakim, Ramon  
Ghungara, and Adi Bapasa, members  
of the Bombay Y.M.C.A. Cycling Tour-  
ing Club and the Bombay Weight Lift-  
ing Club, whose arrival in Hongkong and  
details of their tour since they started  
on it on October 15th, 1923 (three years  
ago) was reported in Monday's *Daily*  
*Press*, it is hoped to arrange a few  
lectures in Hongkong through the kind  
offices of the European Y.M.C.A., Kow-  
loon, and the Chinese Y.M.C.A.

Formerly owned by the Marquess of  
Anglesey and used during the war as the  
flagship of the Commander-in-Chief on  
the China Station, the 1,800-ton steam  
yacht *Alacrity* (better known by her  
former names of *Margarita* and *Sen-  
ramis*) is being fitted out and prepared  
at Cowes for a cruise round the world.  
The present owner, Mr. Montagu Gra-  
ham-White (brother of the aviator), has  
chartered the yacht to Mr. Moore, who  
comes from New York, and who, with  
her party, has arranged to embark in the  
*Alacrity* for this long cruise, which  
will occupy about a year, early in De-  
cember.

Following the completion of his  
period of service at Port Edgar base,  
Paymaster Captain A. C. Ransom,  
C.B.E., has retired. Thirty-two years  
ago he was Commissariat Officer in the  
Naval Brigade landed by Admiral Bed-  
ford at Bathurst, on the River Gambia,  
for the punishment of the slave-raiding  
chief, Fodi Silah. In the China War of  
1900, too, he was the paymaster of the  
*Alacrity*. During the war he was Fleet  
Paymaster of the *Dreadnought* in the  
Grand Fleet, and from July, 1918, was  
in charge of victualling, clothing, and  
implement accounts at Chatham Naval  
Depot. Paymaster-Captain Ransom was  
a member of the Admiralty Committee  
appointed in 1919 to investigate the  
system of entry, training, and employ-  
ment in the Accountancy Branch, as a  
result of which several useful reforms  
have been introduced.



## TALK OF PEACE.

CHIANG KAI SHEK AND SUN CHUAN FANG.

EXCHANGE OF TELEGRAMS.

REPORT OF TROOPS BEING WITHDRAWN FROM KIANGSI.

(Asiatic News Service.)

SHANGHAI, October 18th.

Terms of peace are being arranged between General Chiang Kai Shek and Marshal Sun Chuan Fang through their respective representatives. The following are some of the official telegram:

"From General Chiang Tseng Kan to Marshal Sun Chuan Fang.—Your telegram shows your earnest desire for peace and reconciliation. I have approached the Hankow Authorities to negotiate for peace, and my negotiations have been quite successful. Mr. Teng Yen Tai has conveyed your proposal to General Chiang Kai Shek, who appreciates the same very much. I am of the opinion that the first step to be taken is for both sides to withdraw their troops. I will proceed in accordance with your instructions."

"From Marshal Sun Chuan Fang to General Chiang Tseng Kan.—Your telegram is noted. I am most grateful for your efforts to save the people of the five provinces from the depth of misery. I have issued a circular telegram ordering the suspension of hostilities. I have sent General Chiang Feng Chen to Hankow to continue the negotiation."

Another telegram states that Marshal Sun Chuan Fang has already left Kiukiang, and all his troops are withdrawing from Kiangsi province. When Marshal Sun re-captured Tze-han 4,000 of his best troops were killed, while on the side of the Cantonese 5,000 men died, making it almost impossible to renew the fight. It is believed that the general withdrawal of Marshal Sun's troops from Kiangsi is due to the conclusion of peace.

SOUTHERN TROOPS REPULSED.

(Asiatic News Service.)

SHANGHAI, October 18th.

Notwithstanding all kinds of rumours, Kiukiang is still firmly held by the Northern troops. After the re-capture of Nanchang, the Southern troops numbering about 2,700 strong tried to cross the Nanchang-Kiukiang Railway, north-east of Suishui with the object of capturing Nanchang, thus threatening Kiukiang. At the critical juncture General Lu Hsiang Ting arrived with his troops and put them to flight. The troops of General Li Chung Jen have also withdrawn from Suishui, refusing to give battle to the Northern troops.

Another telegram states that 5,000 of General Lu Hsiang Ting's Northern troops attacked Wuning, where the Southern forces concentrated their forces, and when a hard struggle was going on, some of the Anhui troops arrived from Hsiangkuo putting to flight all the Cantonese troops.

The Southern troops about 2,000 were also dislodged from their stronghold at Yungshing, by General Lu, and are retreating towards the hilly districts in the west. The Southern troops which re-attacked Suishui on the 7th and 8th instant, were repulsed with losses by the 2nd Army Division of Kiangsu.

(THROUGH REUTER'S AGENCY.)

Crushing Defeat at Nanchang.

KIUKIANG, October 18th.

The Southern troops in the region of Nanchang, as a result of strong pressure by General Lu Hsiang Ting's troops have since noon yesterday beaten a general retreat in the south-western direction, leaving behind some 2,000 killed and wounded.

The 3rd Army of the Southerners having sustained a crushing defeat in the above fighting, it is generally observed that it will take General Chiang Kai Shek at least a week or two to concentrate the 2nd Army and the Army, which has hitherto been besieging Wuchang for an attack on Nanchang. On the other hand, the Southern troops, which appeared in the district of Tienchiachin, also have been defeated by the allied forces commanded by General Chen Tian Yuan.

(THROUGH REUTER'S AGENCY.)

Wounded General Seriously Ill.

It was reported last night that General Hsieh Hung Chun, Commander of the 4th Division of Marshal Sun's troops who had been wounded at the front, was removed from the General Hospital to his private residence on Seymour Road, General Hsieh had been wounded while fighting in the Kiangsi war and his condition is regarded as extremely serious.

TROOP MOVEMENTS FROM HANKOW.

PROGRESS OF BOYCOTT.

A naval message from Hankow, of Monday's date, states that 24 junks full of Southern troops proceeded down river from Hankow on Monday afternoon, towed by tug.

It is added that H.M.S. Gnat sailed for Kiukiang yesterday.

The same message states that the anti-British boycott is in force at Sinti, which is 90 miles above Hankow.

Labour Unions in Hankow are beginning to hold processions, says the same message.

THE "WANHSIEN" AND "WANTUNG."

ARRIVE AT SHANGHAI FOR REPAIRS.

Yesterday afternoon, says the N.C. Daily News of last Saturday, the str. Wantung and Wanhsien, which have occasioned so much prominence during the past six weeks after their seizure by General Yang Sen's forces and the heroic attempt of a few British sailors to rescue them, arrived in Shanghai.

(Continued on next column.)

## COAL DISPUTE.

FEWER MINERS RETURN TO WORK.

RESULT OF MR. COOK'S SPEECHES.

FURTHER RELIEF FROM SOVIET.

(THROUGH REUTER'S AGENCY.)

LONDON, October 18th.

The coal stoppage has now entered its 25th week, and there are no signs of an early stoppage. Meanwhile the miners' relief funds, including £1,200,000 received from Russia and elsewhere abroad are exhausted and an appeal is being made for further funds for food and clothing for the miners' wives and children.

Mr. A. J. Cook's efforts to stem the breakaway has been appreciably successful. Numbers of men working in the pits in the neighbourhood of Leigh, where Mr. Cook made a speech yesterday, have fallen by 2,000 to 3,000. The Notts and Derby figures to-day show a decline of 3,438, but increases are reported elsewhere.

A few safety-men came out of a colliery at Amman Valley, Wales, but were immediately replaced by volunteers.

Decrease of 17,000.

According to official figures, 219,000 miners were working to-day, a decrease of 17,000 compared with the previous return. This is apparently partly to be attributed to Mr. A. J. Cook's activities, and partly to the usual Monday absenteeism.

## VOLCANO ERUPTION IN JAPAN.

Tokyo, October 18th.

Early this morning Tarumay Volcano in Hokkaido erupted, throwing up vast columns of black smoke to a great height, scattering quantities of ashes miles around, including the towns of Tomakomai and Horobetsu where it is six inches deep. Several minor eruptions and also quakes followed, but no casualties are reported.

## MORE MONEY FROM SOVIET.

500,000 ROUBLES FROM TRADE UNIONS.

Moscow, October 18th.

The Central Council of Soviet Trade Unions has transferred another half a million roubles to the British Miners' Federation for the relief of miners. This amount represents deductions of one per cent on monthly wages.

## THE "ROSANDRA" FIRE.

DECKS BURSTING FROM CARCO EXPANSION.

LONDON, October 18th.

A message from Post Said says that the Lloyd Tremino steamer, Rosandra, from the Far East, which was reported to be on fire, has water in the engine-room, which is still three feet above the plates. Pumping continues, and as far as can be seen the boilers and engines are intact. The decks are bursting up owing to the expansion of the soya beans. The vessel is not yet afloat, and is discharging the soya beans as quickly as possible.

Both are in much the same condition as they were after the encounter, and will go into drydock for repairs. Steel girders and ship's sides showed distinct signs of the conflict, but the armour plating showed very few traces, the paint only being displaced.

Captain S. H. Bates, master of the Wantung and Captain A. C. Thompson, of the Wanhsien brought the ships down. The ships are now anchored in the upper harbour.

The Central China Post gives the following description of the ships:—

Of the two steamers the Wantung shows the most damage above decks, in particular the forward saloon in which several Chinese officers sheltered at the time of the attack, although this was shielded by iron plates, all round. A shell from H.M.S. Widgon struck the iron plating immediately opposite this saloon, penetrated and carried with it a triangular section of the plating which measured roughly nine inches at the base, and exploded in the saloon. This part of the ship has been more or less cleared up, but the effects of the bursting of even a small shell is to be seen in the blood spatters on walls and ceilings.

Both ships are so scarred and pitted with bullet holes that comparison would be invidious. Of the two ships the Wanhsien was in anything the better off by reason of the fact that her bridge and part of the upper deck were protected by armour plate which well proved its quality. Steel girders and the ships' sides were, judging by the holes, penetrated with ease, but on the plating the bullets merely displaced the paint and scarcely marked the armour.

It was interesting to note the position on board the Wanhsien where Commander Darley gave his life in leading the rescue party. With scarcely room to turn he was shot from the cover of the after passenger accommodation. The saloon gave perfect cover to those firing and gave them complete command of the alleyway which it was necessary to traverse in order to clear the ship, and Commander Darley leading the party was the first to fall.

With exposure to such a withering fire one would expect greater damage to the ships than has actually been done. The engine room of the Wanhsien has been well peppered, most of the main pipes escaped damage, and the engines remained practically intact. A lot of damage has been done to superstructure, and a good deal of plating will have to be renewed, but the reports received in the early stages of the ships being in a sinking condition, etc., seem to have been exaggerated.

## IMPERIAL CONFERENCE.

OPENS.

THE QUESTION OF DOMINION STATUS.

GREAT EXPECTATIONS FROM MEMORABLE MEETING.

BRITISH PRESS COMMENTS.

(BRITISH WIRELESS SERVICE.)

RUGBY, October 18th.

The Imperial Conference which opened this morning, is the ninth of a series which began in 1907, when the Colonial Conferences, which had done service for twenty years, were superseded by a more authoritative body representing the self-governing Dominions, India and the Colonies. General expectation will be fulfilled if the present conference does not register results of greater importance to the Empire as a whole than any of its predecessors. The circumstances in which the Conference has assembled certainly give it great authority, for practically all of the Prime Ministers participating command majorities in their legislatures, which removes the danger of immediate political reverse and enables them to claim to represent the bulk of popular opinion in their own countries.

Important Issues.

Major issues that it is assumed will be discussed at the Conference are:—

1. Fully debated within and without the Empire the various parts of the British Commonwealth. None of these questions is directly raised in the skeleton agenda of the Conference that has been provisionally prepared, but on the statements of British Ministers which will be delivered before the Conference, an opportunity will arise from the examination of inter-Imperial matter such as the determination of Dominion status, Empire defence and communications as well as for consideration of means to secure a closer consultation with the Dominions in regard to external affairs.

Since the last Imperial Conference some important advances towards the increased independence of the Dominions have been made. By the terms of the Locarno Treaty, the Dominions, unless they ratify it, are expressly relieved of any burden it may impose on Britain as one of its signatories. In conformity with a resolution of the 1923 Conference, Canada has concluded a local agreement over fisheries with the United States. With the complete concurrence of all concerned, Canada and the Irish Free State have nominated Ministers to Washington, and Australia has attempted to secure a closer co-operation in British foreign policy by establishing in London an officer with direct access to the Government for political and diplomatic purposes.

British Press Comment.

The Times says: "There is no serious difference of opinion about the theory of Dominion Status implied in these recent developments. What is important now is that the Conference should review them with care and endeavour to answer questions which they raise. Is it possible so to shape our diplomatic arrangements that there is a clear distinction between questions of purely local interest and those which may affect us all? Can we agree that there are certain spheres in which one partner must take the lead, and in particular, of course, that Great Britain which as part of Europe must bear the brunt of European diplomacy? Do we, in fact, and in all cases maintain as effective channels of communication between ourselves as experience has provided between friendly foreign states? If questions like these are faced and answered frankly, the Conference will render far greater service than by any mere academic talk of 'Equal Status'."

International Relationships.

The Manchester Guardian remarks that facts such as those mentioned above puzzle the student of normal international relationships, but to the peoples of the Mother Country and of the Dominions they present little or no difficulty. "If Britain is to conduct, as she must, the foreign affairs of the Empire with the expectation of Dominion approval, she ought for her own sake to leave nothing undone to secure that they shall have constant and accurate knowledge of the considerations on which she is acting and that she, for her part, shall have clear insight into their attitude. Whether this can best be achieved by the creation of a permanent Secretariat for the Conference or by accrediting from the Dominions diplomatic representatives to this country, by both, and perhaps further methods, is for the Conference to decide. But the time is ripe for an advance."

(THROUGH REUTER'S AGENCY.)

## MEMORIAL TO EMPIRE DEAD.

LONDON, October 18th.

A most impressive prelude to the Conference took place this morning in Westminster Abbey where the Prince of Wales in the presence of Mr. Baldwin and other Empire Premiers, Conference delegates, British Cabinet Ministers and high Naval and Military officers, unveiled a tablet presented by the War Graves Commission to the memory of a million of the Empire's dead. A short dedicatory service was conducted by the Dean of Westminster, after which the Abbey was opened to enable the public to file past the Memorial, and the Members of the Conference repaired to Downing Street.

The tablet will be placed in the Chapel of the Holy Cross, close to the Unknown Warrior's Grave.

The Opening.

LONDON, October 18th.

The Imperial Conference opened at No. 10, Downing Street this morning. Public interest was shown by a large crowd in the street. The proceedings were formal.

Mr. Baldwin officially welcomed the delegates from each Dominion. The Prime Ministers, briefly replied, and a loyal message was addressed to the King, after which the Conference settled down to arrange the agenda for future meetings.

## CANADA'S LOYALTY.

TALK OF ANNEXATION ABSURD.

STATEMENT BY DOMINION PREMIER.

(BRITISH WIRELESS SERVICE.)

RUGBY, October 18th.

Mr. Mackenzie King, who represents Canada as its new Premier, gave an interview to Press representatives to-day. He was asked about the possibility of the annexation of Canada to the United States. He declared "Nobody in the Dominion takes the thought of annexation seriously. I don't know a living soul in Canada who is in favour of annexation, nor anybody who talks about it." It was equally absurd to suggest that American influence was increasing in Canada and altering the tone of the country. "Americans, as you know, are great advertisers. We get literature and films from a source which is not British nor doubt, and this influence in the realm of ideas cannot be ignored, but it does not override all other influences, and it is no more calculated to alter the character of the Britisher than is the fact that Canada is benefiting from investments from America."

Mr. Mackenzie King added: "I think Canada's relations with the Motherland and with other parts of the Empire were never happier than they are to-day. We have no grievances whatever, and it would not be wise to be too ready to encourage any new methods of procedure or structural changes in our relations. The Empire, as it evolves, will find what it needs without mechanical assistance, and certainly without revolutionary schemes."

(THROUGH REUTER'S AGENCY.)

## INDIA AND OPIUM.

"VICARIOUS RIGHTEOUSNESS" OF AMERICANS.

LONDON, October 18th.

Presiding at a meeting of the East India Association, at which Sir Richard Dane read a paper on Opium in China and India, Lord Meston criticised the "vicarious righteousness" of some Americans who attended the conference for the suppression of opium smoking. He emphasised that India was in no wise blameworthy for the introduction of the drug into China.

The India Councillor, Mr. Malik, declared that "millions of tons" of liquor were imported into India yearly and was more harmful than opium. He described Britain's action in abolishing the opium trade of India as a political move whereas the country had lost 6,000,000 rupees of revenue yearly. The peasant producers of opium had lost another six to eight millions.

## NORWAY AND PROHIBITION.

RESULT OF PLEBISCITE.

Oslo, October 18th.

To-day's plebiscite on the question of the abolition of prohibition of liquors with an alcoholic strength exceeding 21 per cent. has up to the present, resulted in 58,708 votes for and 61,820 votes against the prohibition. The latter poll shows a great increase and the former's a decrease.

(BRITISH WIRELESS SERVICE.)

## ASHANTI CHIEF'S REINSTATEMENT.

RUGBY, October 18th.

It is officially announced that permission has been given for the Ashanti Chief, Prempeh, who was exiled thirty years ago, and was allowed to return in 1924, to be elected as Chief of the Kumasi Division of Ashanti.

(REUTER'S AMERICAN SERVICE.)

## COTTON RESTRICTION.

4,000,000 BALES TO BE WITHDRAWN.

WASHINGTON, October 18th.

A party of cotton growers' representatives, visited President Coolidge to-day and outlined to him their plans to withdraw four million bales of cotton from the market, necessitating credits estimated at between \$150,000,000 and \$175,000,000.

## PRICE OF SILVER.

A FURTHER SHARP DECLINE.

NEW YORK, October 18th.

Following weakness in London, bar silver dropped two cents, the sharpest decline in the present reaction bringing the price down to 52 cents. This is slightly below the previous record of the 1921 slump. The latest selling movement originated with the recommendation of the adoption of the gold standard in India. The reduced market value of the silver is over ten cents within two months.

## ROMANIAN QUEEN IN NEW YORK.

NEW YORK, October 18th.

The liner Levantia, arrived this morning from Europe with Queen Marie of Romania, Prince Nicholas and Princess Ileana aboard.

The Royal party was cordially welcomed by a Reception Committee representing New York City, and the party was loudly cheered as it drove to the hotel. President and Mrs. Coolidge will receive the party at the White House to-morrow, after which the Queen will place a wreath on the grave of the Unknown Soldier.

When charged, yesterday, before Mr. J. H. B. Nihil at the Kowloon Magistracy, with stealing a chicken, a Chinese coolie pleaded that it had been abandoned and he found it wandering about the streets. Sentence of one month's hard labour was imposed.

## LORD FISHER IN CHINA.

DESCRIBES CAPTURE OF THE PEIHO FORTS.

THRILLING LETTER TO SHANGHAI LADY.

To many people of the older generation the heroic struggle at Wansien must have recalled a flood of memories of similar happenings in China in the old days. The present Lord Fisher on September 13th contributed the following letters to The Times:—

To the Editor of the Times.

Sir,—Now that British gunboats are in China again, I wonder whether you would care to publish the enclosed account of the taking of the Peiho Forts, written by my father to the wife of the bank manager at Shanghai, if believe. The original letter is in my possession.

The year of the letter is 1859; the Admiral to whom my father refers is Admiral (afterwards Sir James) Hope, and his captain was Captain (afterwards Sir Charles) Shadwell. I am, etc.,

FISHER.

Kilvestone Hall, Thetford, Norfolk, September 13th.

June 23rd.—We are just going to take the Forts, so Good-bye.

June 25th. Off Peiho Forts.

My dear Mamma.—By some wonderful means I have escaped unhurt, although my dear old Skipper has been very badly wounded in the foot, a large ball still being in it. I don't know whether I can give you a description of it; I feel in such a state of excitement. I will first tell you those who are killed or wounded that you know. Inglis, our Marine Officer, was smothered in the mud when we landed, being first wounded. Poor Hulseath is badly wounded in the groin; I don't think he will live. He fell close to me. Capt. Vansittart had his leg shot off, and Purvis is slightly wounded. There are very few wounded, I fancy, in comparison to those killed. In the Plover, the next gunboat to ours, 28 men were killed and wounded, the Admiral being one of them. Rason, her Commander, was smashed to atoms, so was McKenna the Military Secretary, and all the Admiral's staff nearly. In the last part of the action I was the only one left to carry the orders about, the Flag Lieutenant having been sent to command the Plover with a fresh crew from other ships and the Secretary busy taking notes. Kestrel the gunboat next but one to us, has 3 left unhurt of her crew. We had a hard fight for it, but what could we do against such a fearful number of guns? and as poor little gunboats closed in such a small place, not much ground across than the length of our ship. I will try and send you a small plan of it from the plan that I had given to me for the use of my old Skipper. I got one to be sent to old Compton for a fellow who has written a description of it for him.

Poor Bowden Smith had his arm smashed. I had three fellows to look after in the Cormorant wounded, the old skipper, Bowden Smith, Buckle of the Magiciuse, and a mid of the Pury.

"Admiral Behaved Splendidly."

The old Admiral behaved splendidly after he had part of his thigh and leg shot away. He had a cot swung to a pole and was carried about in a boat from the Plover to the Cormorant to encourage the men, and then was hoisted on the bridge till he was hit again, and then they laid him down on the quarter deck where he remained till night. He won't be brought out to the Chesapeake, but will stop within range. My poor old Skipper keeps his pecker up. I was with him all day till he was wounded in the mud, and then I brought him out to the ship. Major Fisher, of the Engineers, told me the forts were splendidly built, we couldn't have built better. Hills is all right, he had to stop on board. I had to fling all my arms away coming back from the forts, and was nearly smothered once, only one of our blue-jackets was kind enough to have me every step, and just fancy the slaughter going 800 yards in the face of that fire of about 30 pieces of artillery right in front of you and on each flank. It was dreadful, horrible work, but thank God. I came out all right. Board I hear is slightly wounded, but that is only a rumour. Gallons Jones I am afraid has lost his gunboat. The Kestrel is gone down and I am afraid the Cormorant will go too. They had horrid fire balls firing at us when we landed, I saw one poor fellow with his eye and part of his face burnt right out. If a piece struck you, it stuck to you and regularly burnt you away until it was all gone. Will you be so good, Mamma, as to forward the enclosed letter for my Mother, to tell her I am all right? The old Skipper, Briggs, and myself had nothing to eat for 24 hours and, very odd, we didn't feel in the least hungry. Old Hills gave me his cabin last night, I was regularly done up. It is a sad business, is it not, Mamma? But they will be able to see by the return of killed that we fought hard for it. The Chinamen fought like anything. Some of the fellows solemnly swear they saw the Russians quite distinctly when we got to the foot of the ditch. I believe they must have been Russians; no Chinamen ever fought like those fellows did yesterday. They had fearful advantages, no doubt. I expect the Admiral will either die or go home very shortly. He never suspected the place was so strong. There are about 50 or 60 guns more than last year and all the old forts are rebuilt on a different principle. They were never Chinamen who planned those forts.

(Continued on next column.)

## THE SURREYS IN CAMP.

BARRACKS READY FOR THE R.O.S.B.

Yesterday the East Surreys left Murray Barracks and occupied the camp which had been put up on Murray parade ground. They will remain in camp until their departure next week.

Some renovation work is being carried out at the Barracks, which are to be occupied by the King's Own Scottish Borderers, when they arrive on Friday.

## CONVOYING KONGMOON STEAMERS.

NAVAL GUNBOATS TO ESCORT THEM.

A notice was issued at the Harbour Office yesterday, in connection with the conveying of steamers to Kongmoon, as under:—

Until further orders the arrangement for the conveying of steamers proceeding to Kongmoon or Wuchow are as follows:—

(1) A naval gunboat will be at Wangmum nightly at 11 p.m. to escort ships to Kongmoon.

(2) A naval gunboat will leave Kongmoon every evening to escort ships back to Wangmum at 8 p.m.

Wuchow ships should go with the Kongmoon ships as far as "The Cliffs," after which they must proceed without escort. Wuchow ships cannot be escorted further "The Cliffs."

## MALAYA NAVAL RESERVE.

POSSIBILITY OF UNIT BEING FORMED NEXT YEAR.

Some time has passed since anything was heard of the proposed formation of a Royal Naval Reserve Unit for Malaya, so much time, in fact, that it is not surprising that fears have been expressed that nothing more would be heard of it.

We understand, however, that the number of applications was well up to expectations, and that the committee appointed to report on the matter were favourably impressed, at least on this score. The opinion is expressed that it will be favourably considered by Government.

There are many obstacles in the way, however, before much progress can be made. The first move was made purely with the idea of ascertaining whether any such scheme would receive sufficient support to warrant the high expenditure which would perforce be entailed.

A Ship Necessary.

We do not know what form the training of these men, still supposing that the unit comes into existence, will take, but one ship, at least, will almost certainly have to be placed at their disposal, with its complement of trained officers and men. The object of the unit naturally is to form a defensive force of sufficient strength to guard these waters in the event of war, until assistance could arrive. Systematic mine-laying is an essential part of such defence and it follows that the ship will probably be equipped with mine-laying gear, which would prove an expensive item in itself.

A certain amount of gunnery will also have to form part of the curriculum and in addition the ship will have to be provisioned and coaled and kept in condition.

These are but a few of the many reasons why the upkeep of this unit will prove to be a matter of some expense, and it is natural the authorities should take some amount of time in considering whether or not such a scheme is possible.

Admiralty to be Consulted.

The Admiralty have also to be consulted and they also will probably deliberate at length before they furnish a report.

We believe, however, that before long, a definite move will be made and it is possible that by the middle of next year the unit will have been formed and will have begun training.

We are assured that so far from being forgotten, every consideration is being given to the scheme and those who have volunteered need not be disappointed because so far no announcement has been made.—Straits Times.

"Not Born to be Shot."

June 30th.—I had to go into the forts again just after I had finished writing the above to try and get some papers of the Captain's and some other little things that he valued. We have lost three of the Gunboats, the Cormorant dispatch boat and the Plover and Lee gunboats. We burnt the Plover to the water's edge, or rather, the mud edge. We have blown part of the Cormorant up, and we are going to have one more try for the Lee. It is rather ticklish work going in there, for we are only 300 yards from them at most, and they have got about 25 guns right in front of us, and occasionally they let us have it all. I am certain I am not born to be shot. The little Kestrel is sunk, but I think they will get her up all right. We have 15 men killed and 18 wounded out of 130 who left the ship; that's pretty good, you know. We found poor Inglis' body with his jaw blown off, and frightfully disfigured, by the water.

I shall expect such a long letter in answer to this. I am certain you ought to be highly flattered when I tell you that it is longer than the one I wrote to my Mother.

## Coupon

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Series C.

October 20th, 1926.

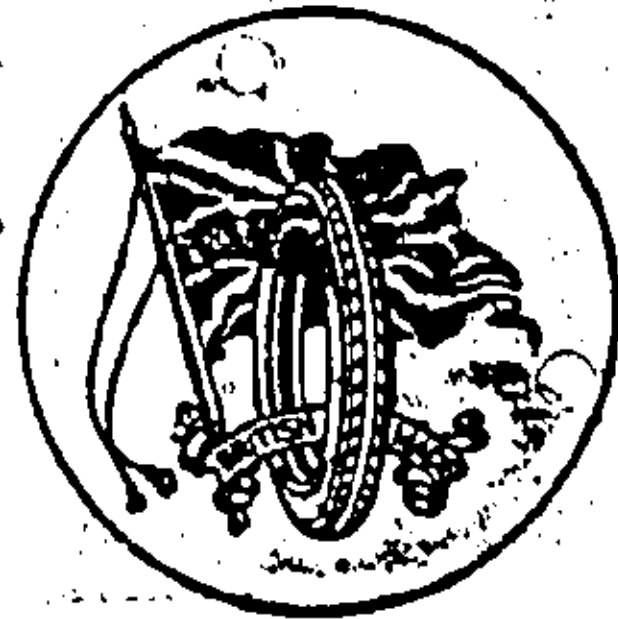


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## Motoring Notes:

A Weekly

Review dealing with matters of interest to  
all local motorists.—The Budget and the Roads—The Flying  
Squad—Echoes of the Strike—Crank Case Oil.

(BY AN OWNER-DRIVER.)

Discussions have often taken place concerning the justice or otherwise of the local scale of taxation for motor vehicles. In England, just now, the Automobile Association is running a big campaign in favour of a petrol tax instead of the existing tax based on horse power. It is probable that, next year, the horse-power tax will be abolished in Britain.

In Hongkong we pay our tax in accordance with the weight of the vehicle. There was no hint in the recent budget speech made by the Colonial Secretary of any intention of a change in that policy. The new weighing machines for cars have proved themselves to be a good investment. They will not be "scrapped" in a hurry.

We may, therefore, expect the present form of taxation to remain. Suggestions, however, have been made that the amount of the tax should be increased for heavy motor lorries. The idea is to encourage the use of the one ton lorry. Heavier and bigger lorries not only cut up the roads a great deal but they are obstructions in traffic.

Last week a friend drove up Stubbs Road, behind one of these big lorries. He wisely decided that any attempt to pass it on that road might end in trouble. The game was not worth the candle. But it took him quite a long time to forget all that he suffered in driving slowly behind that lorry.

An unpleasant little habit of some of the lorry drivers is to leave half bricks on the road. They place these behind the wheels when the lorry remains stationary on a hill and drive away without taking the trouble to remove them.

### PRIVILEGED DRIVERS.

Another habit which is unpleasant for those in a touring car is that of drawing up on a bend. They unload lorries at places that may be described as dangerous.

Motorists do not wish to discourage the use of motor lorries in Hongkong. They do wish, however, to make it easier for drivers of touring cars to negotiate the very difficult roads. The Chinese contractors are not the only offenders. Some of the Government lorries have native drivers who drive as if they were in possession of that wonderful badge issued by the police containing the letters "P.D." To be a "privileged driver" in Hongkong gives you the chance to "step on the gas" and go just where you please.

### THE FLYING SQUAD.

The police of Hongkong are very much indeed "live wires." They keep up-to-date. They have always had enthusiastic motorists in the ranks and amongst the officers. A policeman is always a practical individual. He quickly realises the advantages of motor transport. Hence we find the following statement in the recent budget speech:—

"Under Other Charges 'conveyance allowances have been increased in pursuance of the policy of encouraging officers to provide their own motor cycles and to use them on Government service.'"

We may therefore expect that every European officer in the police force will at no distant date own a motor-cycle. It will not be long before all those of a rank above sergeant will have the laudable ambition to own a small car.

The appeal has been made by the Captain Superintendent of Police for local motor-cyclists to join up as volunteers to reinforce the police motor-cyclists in times of emergency. It is a most excellent plan and no doubt, if it is as successful as everyone thinks it will be, the authorities will seriously consider the idea of enrolling as volunteers owners of cars. It is the first duty of the law-abiding citizen to place himself and his car at the disposal of the Government.

### ECHOES OF THE STRIKE.

It is very unlikely that there will be any successful effort in the matter of persuading the domestic servants of Europeans to go out on strike in the near future. "Once bit, twice shy." The servants, found by and experiences that the strike did them no good and was, for them, very unpleasant. It is, however, well to be prepared for any emergency.

The general strike in Great Britain was rendered unsuccessful because of modern motor transport. Everyone is agreed about that. Without motor-cars and motor lorries and any number of volunteer drivers recruited from all classes of the community the general strike would, in all probability, have succeeded. We must, however, not forget the success of the organisation. There might have been chaos but for the carefully prepared plans of the Government officials. No doubt the Hongkong officials also have a carefully prepared plan for striking, not only motor-cycles, but all forms of mechanical transport, in times of emergency. Of course, there is no immediate probability of trouble but those who use machinery of any description, know the advantage of keeping it in good order.

### THE BUDGET AND THE ROADS.

Everyone seems to be pleased with the speeches made at the recent meeting of the Legislative Council. Apparently the big storm in July last cost nearly a million dollars. No doubt some of the damage was inevitable but some of it was caused because certain roads were not completely surfaced.

It is therefore to be hoped that the President of the Automobile Association will give his attention to the subject of roads and do all that is in his power to persuade the "Powers That Be" to spend more money on road improvements.

It is sincerely to be hoped that the road round the island will soon be again open to traffic.

Historians of Hongkong already express surprise that there was no road round the island until some date about 1913. The infamous "Red Flag Act" was repealed in Great Britain in 1387 and five, or six years after that it became obvious that motor-cars had come to stay. Yet in 1913 it was impossible to motor out to Deep Water Bay. And in 1926 it has been impossible to motor round the island for months at a time.

Would the traffic on the Canton-Kowloon Railway have been held up all that time if there had been a similar wash out on that railway?

These thoughts are stimulated by enquiries made by a correspondent concerning the Taiipo bridge. "When is that to be built or re-built?" he asks. No wonder our Shanghai visitors jeer at us in Hongkong as being rather a sleepy lot! It is impossible (so they say) to cross the present rather comic bridge after 7 p.m. Surely if it is safe for a car to pass in daylight it can't do much harm to pass at night! Oh! Of course. There is the terrific expense of the wages of an extra coolie to be considered. Economy is the watchword, as the new appointments arranged for in the Budget demonstrate so clearly. The wages of an extra coolie on a main road would make a Budget of several million dollars look so queer.

Under these circumstances the Hongkong Automobile Association must remain moribund. It would be inopportune for the Association to draw attention to the state of the road between Repulse Bay and Tytam Tuk. As for the Taiipo Road—well, it is true that the surface is not all that it should be. Think of the expense of re-surfacing it! A road that is perhaps slightly more than twenty miles costs an awful lot of money to keep fit for these grumbling motorists. England is going to the dogs because of the cost of the upkeep of the roads!

### RECLAIMING CRANK-CASE OIL.

In the search for economy considerable attention has been given to the problem of reclaiming crank case lubricating oil so that it may be used indefinitely.

More than one apparatus is now on the market. It is true that the owner of a fleet of vehicles is much more interested in this subject than is the owner of one car, but if experience shows that it is economical to clean crank-case oil for a number of cars we may be sure that garage proprietors will be able to fix an attractive price for doing the same thing for the owner-driver.

The vendors of lubricating oils may not regard the matter with any great enthusiasm. The consumption of lubricating oil by motor vehicles all over the world must be enormous and the oil companies must make good profits out of this business.

### CHANGING OIL.

Many owners of cars fail to pay sufficient attention to the crank case oil. The manufacturers of cars usually recommend that the oil be changed every 500 miles, but many an owner thinks that if his car has a change of crank case oil every 1,000 miles he is doing quite well.

A local owner of a powerful car recently informed the writer that he made a practice of changing the crank case oil every 200 miles.

On the other hand a car was recently overhauled in one of the local garages. The crank-case oil was so utterly filthy that an experienced engineer gave the opinion that the crank-case oil had not been changed for a year.

That oil was a revelation. It was like gitty mud. It seemed incredible that the bearings could revolve with such muck in them. The owner of that car was indeed lucky not to have been made to pay a heavy penalty for his neglect—or was it parsimony? If the latter it was indeed a case of "penny-wise and pound foolish."

### DIRTY OIL.

It may reasonably be asked by the anxious owner in Hongkong, "What makes the oil dirty?" There are, first of all, the products of combustion. However well the piston rings may fit. Some of these products get into the lubricating oil.

Then there is the debris of wear. For wear is always taking place—it varies in amount, but there is always some wear. Road dust gets into the oil. Of course every precaution is taken to prevent this trouble but all that can be said is that it might be worse. It does exist and lubricating oil used for a few hundred miles contains some road dust which is bad for the bearings.

There is also fuel diluent. Petrol gets into the crank case. At some time or other unburnt petrol creeps down into the oil system and that petrol is not a lubricant.

### A CONTINUOUS RECLAIMER.

In the latest type of oil reclaimer there are two main operations for cleaning the oil.

First of all the oil is classified by agitation with a small quantity of silicate of soda or water glass or other chemicals.

Then follows the rectification process. Oil is run over a thin surface in a current of air. The oil runs in a thin film.

The oil reclaimer has a capacity of nine gallons in twenty-four hours. It will maintain oil for thirty engines almost indefinitely. The apparatus is driven by an electric motor and uses electric heat.

One of the inventors states that he has used the same crank-case oil for 13,000 miles.

Of course the original oil had to have the usual additions from time to time. There is always a daily consumption of lubricating oil which is something separate from the oil used in making a complete change of crank-case oil.

It is said that a curious characteristic of the reclaimed oil is that it is more stable than the original oil. It certainly does seem that the apparatus is a success. What the owner-driver needs is some automatic reclaimer in the car.

### THE GREAT SHOW.

The twentieth annual exhibition of cars takes place at Olympia on October 22nd to 30th. Every keen motorist will wish that he (or she) could visit the great show. Each year it becomes more and more fascinating.

It is believed that the exhibitors this year have paid great attention to the bodywork of cars. The saloon type of body grows more and more popular. The great problem is to reduce the weight of the bodywork.

Twenty years ago the writer visited the first motor show at Olympia. A few days before it took place he chanced to meet the proprietor of one of the great London daily newspapers. This very shrewd business man was, on that day, quite unaware that the show had been arranged.

"You will be compelled, by the force of public opinion, to feature it this year," and next year you will be devoting pages to it," said the writer to the affable owner. The proprietor looked thoughtful. "Come in and talk to Le Sage about it," he said. The Grand Old Man of Fleet Street (Sir John Le Sage) hated all new inventions and loathed motor cars. He scoffed at the idea that the show was of public interest. At the end of the interview he requested a column contribution on the day the show opened—just a popular description. The night before the show he sent an urgent message for three columns. In the end poor Le Sage was compelled, by his loyalty to the public, to take heed of the fact that the pulse of the public was beating hard about the show. He must have published at least thirty columns about that first show—how the Grand Old Man got it together is a great story redounding to his credit. After that first triumph of the show every daily or weekly journal in Great Britain that

appeals to the general public has made a special effort to feature the annual event. This year the show will be better than ever. When shall we have a motor show in Hongkong? It would be worth while as an educational effort.

### THE AEROPLANES.

The arrival of H.M.S. *Hermes* and other ships brings before the local public, in a vivid manner, the fact that Britain has to think quite as much about the air as the sea in these days.

The internal combustion engine made the aeroplane a practical proposition. Every day we can hear the roar of aeroplane exhausts in Hongkong and we shall always have that music available in future.

A few of us wonder why there are not some of the very swift petrol driven sea craft used in the war out on this station. Speed is the essence of success in the game of hunting pirates.

Perhaps we may see an airship out here some day in the not distant future. In that connection it is of interest to relate that the loss of the United States airship *Semandoak* about a year ago has revealed some facts of deep interest to those who live in the tropics.

This airship carried a crew of 49 officers and men. In the disaster five officers and nine men perished, two men were injured and the rest of the crew escaped unhurt. A recent issue of the *Journal* of the American Society of Naval Engineers proves clearly that in every respect the airship was soundly designed and well built. She was destroyed by rapidly fluctuating vertical currents of air which were unaccompanied by any visible sign that the meteorologists can recognise. It seems clear that airships can only be used safely under certain weather conditions, and that we shall have to travel long distances through the air by using aeroplanes.

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## SHIPPING NEWS.

## ARRIVALS.

October 17th.  
*Maros*, Norwegian str., 830 tons, Capt. J. Jorgensen, from Batavia (Borneo), which port she left on October 9th, with 1,370 tons of coal, lying at Wharf—Thoresen & Co.  
*Solomon*, Norwegian str., 2,595 tons, Capt. C. Meyer, from Singapore and Swatow, lying at Stonecutters—Kuen Sang S.S. Co.

October 18th.  
*Halvard*, British str., 1,217 tons, Capt. C. W. Shearer, from Tourane, which port she left on October 15th, with salt and general cargo, lying at buoy No. C44—Wo Fat Shing.  
*Hahn*, French str., 830 tons, Capt. L. Cruchat, from Haiphong and Kwang Chow Wan, with a general cargo, lying at Stonecutters—Messageries Maritimes.

*Honolulu Maru*, Japanese str., 3,310 tons, Capt. Y. Takada, from Moji, which port she left on October 15th, with a general cargo, lying at buoy No. A3—O.S.K.

*Ichang*, British str., 1,295 tons, Capt. Green, from Shanghai, which port she left on October 14th, lying at buoy No. C43—B. & S.

*Kunking*, British str., 1,223 tons, Capt. C. E. Fisher, from Shanghai, which port she left on October 14th, with a cargo of pigs, lying at buoy No. C18—B. & S.

*Rangoon Maru*, Japanese str., 5,039 tons, Capt. K. Sato, from Yokohama and Moji. The latter port she left on October 13th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

*Scottsburg*, American str., 4,329 tons, Capt. J. W. Nicholson, from Vladivostok, which port she left on October 10th, lying at Kowloon Wharf—Admiral Oriental Line.

*Sui Fung*, British str., 1,983 tons, Capt. A. D. Kellman, from Penang and Singapore. The latter port she left on October 13th, with a general cargo, lying at buoy No. B32—Jardine, Matheson & Co.

*Sui Yik*, Chinese str., 173 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Cheung Wharf—Fook Hoi Co.

*Sunning*, British str., 1,570 tons, Capt. J. Pringle, from Shanghai and Amoy, with a general cargo, lying at buoy No. B9—B. & S.

*Sule*, Norwegian str., 1,333 tons, Capt. R. Jentoft, from Singapore and Haiphong, lying at Stonecutters—Thoresen & Co.

*Taiho Maru*, British str., 1,976 tons, Capt. J. Lupton, from Tientsin, which port she left on October 6th, with 4,500 tons of sugar, lying at Tanikoo Sugar Wharf—B. & S.

*Tantia*, French str., 846 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. C43—Messageries Maritimes.

October 19th.  
*Aki Maru*, Japanese str., 6,022 tons, Capt. S. Ikawa, from Yokohama and Nagasaki. The latter port she left on October 15th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

*Atreia*, British str., 4,998 tons, Capt. S. S. Suter, from Shanghai, which port she left on October 16th, with a general cargo, lying at buoy No. A1—B. & S.

*Atsuta Maru*, Japanese str., 7,989 tons, Capt. Y. Arakida, from London, which port she left on September 10th, with 453 tons of general cargo, lying at Kowloon Wharf—N.Y.K.

*Chak Sang*, British str., 1,470 tons, Capt. G. E. Vaughan, from Shanghai and Foochow, with a general cargo, lying at buoy No. B7—Jardine, Matheson & Co.

*Changchow*, British str., 1,805 tons, Capt. H. Bathurst, from Shanghai, which port she left on October 16th, with a general cargo, lying at buoy No. C14—B. & S.

*Empress of Canada*, British str., 21,517 tons, Capt. S. Robinson, C.B.E., R.N.R., from Vancouver via Japan ports and Shanghai. The last mentioned port she left on October 17th, with 475 tons of general cargo, lying at Kowloon Wharf—C.P.S.S.

*Glengary*, British str., 5,843 tons, Capt. J. Angier, from Shanghai, which port she left on October 16th, with beans and bean oil, lying at buoy No. A3—Jardine, Matheson & Co.

*Koto Maru*, Japanese str., 918 tons, Capt. K. Taniguchi, from Takao via Amoy and Swatow, with 718 tons of cement and sundries, lying at O.S.K. Wharf—O.S.K.

*Ningchow*, British str., 5,822 tons, Capt. W. Christie, from New Port via Singapore. The latter port she left on October 13th, with a general cargo, lying at Holt's Wharf—B. & S.

*Panama Maru*, Japanese str., 3,560 tons, Capt. S. Arai, from Moji, which port she left on October 14th, with a general cargo, lying at Kowloon Wharf—O.S.K.

*Patrolus*, British str., 8,910 tons, Capt. Geo. T. Clark, from Shanghai, which port she left on October 16th, with 5,000 tons of general cargo, lying at Holt's Wharf—B. & S.

*Shantung*, British str., 1,568 tons, Capt. R. Robertson, from Shanghai, which port she left on October 16th, with a general cargo, lying at buoy No. B12—B. & S.

*Van Udon*, Dutch str., 2,862 tons, Capt. H. G. Blits, from Singapore, which port she left on October 14th, with a general cargo, lying at buoy No. A2—J.C.J.L.

## CLEARANCES.

October 19th.  
*Aki Maru*, for Manila.  
*Atsuta Maru*, for Shanghai.  
*Changchow*, for Haiphong.  
*Chung King*, for Kwang Chow Wan.  
*Hahn*, for Kwang Chow Wan.  
*Honolulu Maru*, for Singapore.  
*Hydrangea*, for Kwang Chow Wan.  
*Ming Sang*, for Shanghai.  
*Ningchow*, for Haiphong.  
*Panama Maru*, for Singapore.  
*Patrolus*, for Singapore.  
*Rangoon Maru*, for Singapore.  
*Sui Yik*, for Sha U Chung.  
*Tai Sze Ma*, for Kwang Chow Wan.  
*Tanaka*, for Singapore.  
*Tanjikang*, for Shanghai.  
*Tunkin*, for Haiphong.  
*Vulcanus*, for Amoy.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada* arrived at Hongkong yesterday afternoon, leaves to-day at 5 p.m., and is due at Manila on Friday at 7 a.m.

The R.M.S. *Empress of Asia* arrived at Nagasaki on Monday at 3 p.m., left that port yesterday at 4 a.m., and is due at Kobe to-day at 6 a.m.

## VESSELS IN DOCK.

The following vessels are in dock:—  
 Kowloon: *Ampallaria*, *Confucius*, *On Lee* and *Ho Sang*.  
 Taikoo: *Sobrieken*, *Tyndareus*, *Anomia*, *Kwiyang* and *Sinkiang*.  
 Cosmopolitan: *Tai Tak*.

## HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.

CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.

FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

## SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN

S.S. "HESSSEN" ... due here on or about the 22nd October

S.S. "PREUSSERN" ... due here on or about the 23rd November

## SAILINGS TO EUROPE

S.S. "SAARLAND" ... sailing from here on or about the 28th October

S.S. "HESSSEN" ... sailing from here on or about the 30th November

For freight, passage and further particulars please apply to

JEBSEN &amp; CO.

12, PEDDER STREET.

TEL—C. 2225.

[16]

## ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW EAST ASIAN STEAMERS

(FOR VICTORIA AND SEATTLE

SHANGHAI—Kobe—Yokohama

"PRESIDENT JEFFERSON" ... Oct. 31st, 5 p.m.

"PRESIDENT GRANT" ... Nov. 12th, 5 p.m.

## TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocoles on the Atlantic. Choice of Trans-Continental Railways. Day Line on the Atlantic. Through Accommodation and Booking Arranged.

## FOR MANILA

"PRESIDENT JEFFERSON" ... Oct. 23rd, 5 p.m.

"PRESIDENT GRANT" ... Nov. 4th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 &amp; 795

[18]

## ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.

AMERICAN &amp; MANCHURIAN LINE

"CITY OF BARODA" ... 9,970 tons d.w., sailing 5th November

"CITY OF CAIRO" ... 10,145 tons d.w., sailing 3rd December

The above Modern Passenger Steamers will be Despatched as above for

BOSTON and NEW YORK via PHILIPPINE ISLANDS, STRAITS,

COLOMBO and SUEZ CANAL, Arriving in NEW YORK on or about 1st

JANUARY and 2nd FEBRUARY, respectively. FARES: £100 Single First

Class, £70 Single Second.

For full Particulars, Apply to—

THE BANK LINE, LTD.,

General Agents.

[19]

## CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC  
TO VICTORIA AND VANCOUVER.

FROM HONGKONG

FROM SHANGHAI

FROM JAPAN

18 DAYS

15 DAYS

9 DAYS

## SAILINGS 1926-1927.

STRAITS	H'kong.	Sh'hai	Kobe	Y'ham.	V'conver.
Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29
EMPRESS OF ASIA	Jan. 8	Jan. 9	Jan. 12	Jan. 15	Jan. 24
EMPRESS OF CANADA	Jan. 28	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPRESS OF RUSSIA	Feb. 18	Feb. 19	Feb. 22	Feb. 25	Mar. 4
EMPRESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	Mar. 29	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPRESS OF RUSSIA	Apr. 19	Apr. 22	Apr. 25	Apr. 28	May 7
EMPRESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPRESS OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

## VANCOUVER TO EUROPE IN 12 DAYS

Direct connections with Atlantic Steamships at Montreal and Quebec (Summer) St. John Winter)

Special FARES to EUROPE  
£120 £112 £83

## HONGKONG—MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Oct. 20	Oct. 22	Oct. 23	Oct. 25

CANADIAN PACIFIC EXPRESS  
TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.  
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.Passenger Department: Tel. C. 752. Cables: GACANPAC.  
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [15]

SAILINGS SUBJECT TO ALTERATION.

## SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu.

\* KOREA MARU ... Tuesday, 2nd Nov., at Noon  
 \* SHINYO MARU ... Tuesday, 16th Nov., at Noon  
 \* SIBELLA MARU ... Monday, 29th Nov., at Noon  
 \* Omit Honolulu. Call at Los Angeles.

## SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

\* ANJO MARU ... Friday, 23rd Nov., at Noon  
 \* BOKUYO MARU ... Friday, 17th Nov., at Noon  
 \* RAKUYO MARU ... Wednesday, 12th Jan., at Noon

## MARSEILLES, LONDON &amp; ANTWERP via Singapore &amp; Ports

\* HARTNA MARU ... Saturday, 23rd Oct.  
 \* KAMO MARU ... Saturday, 6th Nov.  
 \* KATORI MARU ... Saturday, 20th Nov.  
 \* ATSUTA MARU ... Saturday, 4th Dec.  
 \* KASHIMA MARU ... Saturday, 18th Dec.  
 \* Omit Malacca and Aden.

## SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

\* AKI MARU ... Wednesday, 20th Oct., at 11 a.m.  
 \* NISHIMA MARU ... Wednesday, 24th Nov., at 11 a.m.  
 \* TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

## NEW YORK and/or BOSTON via PANAMA.

\* LISBON MARU ... Friday, 29th Oct.  
 \* TSUYAMA MARU ... Thursday, 11th Nov.

## BUENOS AIRES via Singapore, Durban &amp; Cape Town, Delagoa Bay &amp; Algoa Bay.

\* WAKASA MARU ... Wednesday, 17th Nov.  
 \* BOMBAY via Singapore, Penang & Colombo.

## CALCUTTA via Singapore, Penang &amp; Rangoon.

\* MORIOKA MARU ... Sunday, 31st Oct.  
 \* NAGASAKI, KOBE & YOKOHAMA.

## SHANGHAI, KOBE &amp; YOKOHAMA.

\* MITO MARU ... Wednesday, 20th Oct.  
 \* TARUSHIMA MARU (Moji direct) ... Saturday, 23rd Oct.  
 \* NAGANO MARU (Moji direct) ... Thursday, 28th Oct.

For further information, apply to: NIPPON YUSEN KAISHA.  
Telephone: Central No. 252 (Private exchanges to all Dept.). [7]

## SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kg. and Sailing for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR ... B	—	—	24th Oct., 1926.
PORTOS ... A	—	—	9th Nov., "
CHAMBORE ... B	24th Sept., 1926	26th Oct., 1926	23rd Nov., "
PAUL LECAT ... A	8th Oct., "	10th Nov., "	7th Dec., "
GENERAL METZINGER ... A	22nd Oct., "	24th Nov., "	21st Dec., "
AMAZONE ... B	5th Nov., "	8th Dec., "	4th Jan., 1927
ANGERS ... B	19th Nov., "	22nd Dec., "	18th Jan., "

## RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).  
 A Class (1st Class) ... £ 89. 0d. Od. B Class (1st Class) ... £ 85. 0s. Od.  
 STEAMERS (2nd) ... £ 70. 0d. Od. STEAMERS (2nd) ... £ 61. 0s. Od.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

\* "LT. ST. LOUBERT-DIE" from DUNKERQUE, LONDON &amp; HAVRE is due to arrive on the 32nd October.

Sailings subject to alteration without notice.

For full Particulars, apply to:—

MESSAGERIES MARITIMES CO.,  
Telephone: Central 740. 8, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION. [3]

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

HAIPHONG via HOIHOW	"MINGSANG"	Wednesday, 20th Oct., at Noon.
SHANGHAI via NINGPO	"YATSHING"	Thursday, 21st Oct., at 5 p.m.
TIENTSIN via SHANGHAI	"CHIPSING"	Friday, 22nd Oct., at Noon.
BANGKOK	"CHAKSANG"	Friday, 23rd Oct., at 3 p.m.
CANTON	"WAISHING"	Wednesday, 27th Oct., at 8 a.m.
OSAKA via MOJI & KOBE	"KUTSANG"	Wednesday, 27th Oct., at 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday, 27th Oct., at 3 p.m.
TSINGTAU via SHANGHAI	"WASHING"	Friday, 29th Oct., at 6 a.m.
SANDAKAN	"HINSANG"	Saturday, 30th Oct., at 3 p.m.
TIENTSIN	"CHEONGSHING"	Tuesday, 2nd Nov., at Noon.
KOBE via MOJI	"FOOKSANG"	Thursday, 4th Nov., at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Tuesday, 9th Nov., at 3 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Monday, 15th Nov., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON &amp; CO., LTD.,

GENERAL MANAGERS. [8]

Telephone: Central No. 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA &amp; JAPAN SERVICE.

OUTWARDS.		HOMEWARDS.	
Vessel	Due Hongkong.	Vessel	Discharges Leaves H'kong.
"GLENBEG" ... ..	24th Oct.	"GLENGARRY" ... ..	Noon, 20th Oct.
"GLENARA" ... ..	16th Nov.	London, Rotterdam & Hamburg via Oran.	
"CARNARVONSHIRE" ... ..	27th Nov.	"CARNARVONSHIRE" 30th Nov.	
"GLENHIEL" ... ..	9th Dec.	London, Rotterdam & Hamburg via Oran.	
"PEMBROKESHIRE" ... ..	26th Dec.	"GLENARA" ... ..	29th Dec.
"GLENIFFEE" ... ..	6th Jan.	London, Rotterdam & Hamburg via Oran	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON &amp; CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3696. [9]

## NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73. 4s. 0d.

Intermediate class £48. 2s. 0d. } To GENOA.

## NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN.	SAILINGS FROM HONGKONG TO GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BATAVIA, COLOMBO AND PORT SAID.
* ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.		
* S.S. "GOETTINGEN" ... 29th October, 1926.		
* S.S. "SAARBRUECKEN" ... 14th November, "		
* S.S. "COBLENZ" ... 11th December, "		
* S.S. "FOLKE" ... 2nd January, 1927.		
* S.S. "FOLKE" ... 30th December, "		
* S.S. "DERFFLINGER" ... 27th January, 1927.		
* S.S. "TRIER" ... 25th February, "		
* S.S. "SAARBRUECKEN" ... 25th March, "		
* S.S. "COBLENZ" ... 22nd April, "		

\* Will also call at Marseilles in addition to the usual ports.

For Freight and Passage, please apply to—

MELCHERS &amp; CO.,

Telephone C. 4557.

2, Queen's Building, Chater Road.

Agents, HONGKONG. [20]

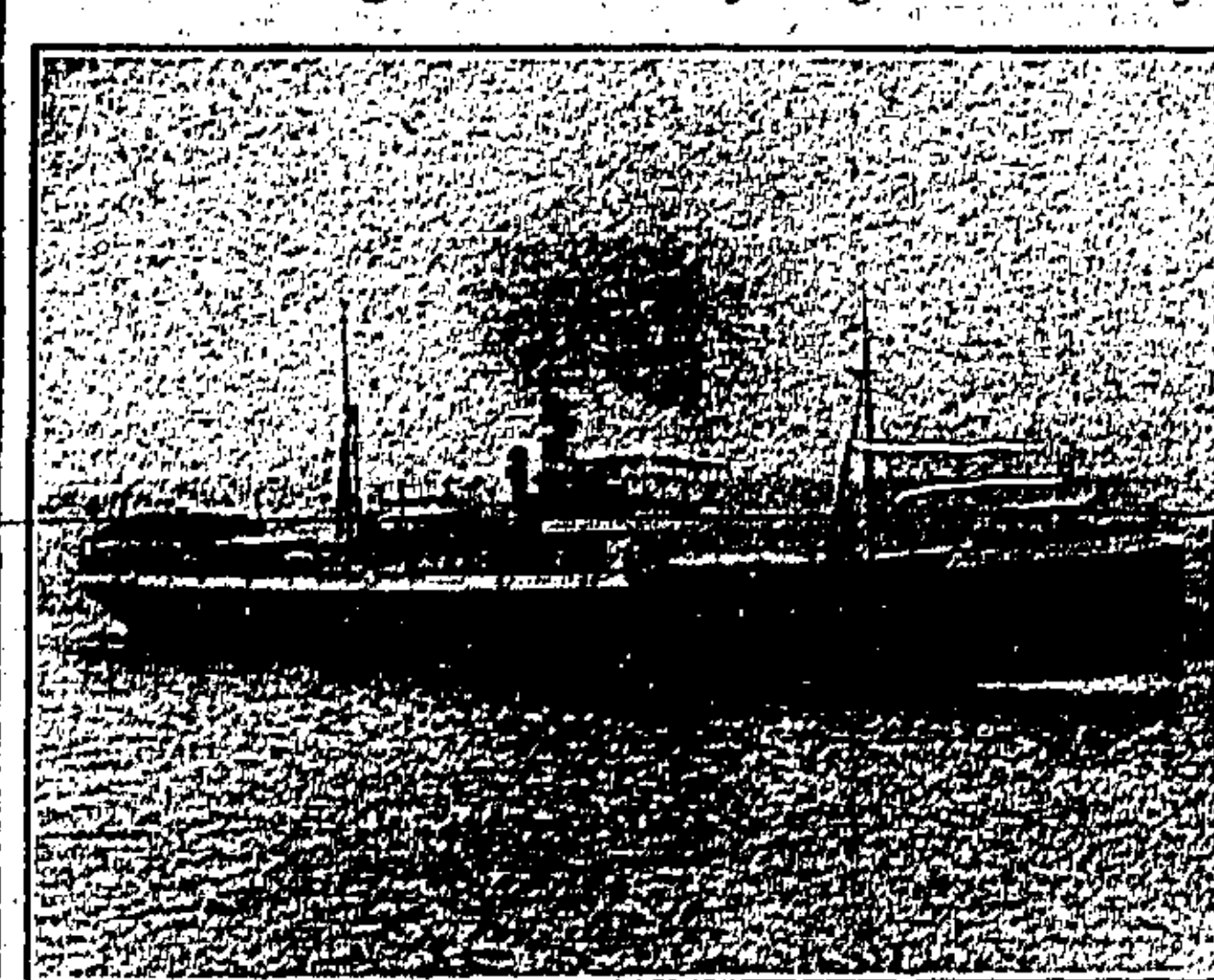
## CHINA BORNEO SHIPPING CO.

HONGKONG—BORNEO LINE.

To Sandakan, Tawau, Semporna and Lahad Datu.

Calling at Sandakan, Janbogan and Jessellon on Return Voyages.

Regular Three-weekly Freight and Passenger Service.



Excellent accommodation for saloon, Second class and Steerage passengers.

All 1st Class State-rooms and 2nd Class Cabins fitted with Oscillating Electric Fans.



**THE BANK LINE, LTD.**

AGENTS FOR THE FOLLOWING SERVICES.

**NEW YORK, BOSTON & BALTIMORE****AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BARODA" ... From Hongkong via Suez Canal 5th Nov.

**BOSTON & NEW YORK****AMERICAN & ORIENTAL LINE**

(ANDREW WAIN &amp; Co., London.)

Sailings from Hongkong

M.V. "FORBESBANK" ... From Hongkong via Suez Canal 2nd half November.

**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF WELLINGTON" ... From Hongkong 24th October.

S.S. "CITY OF PEKIN" ... For Havre, London, Rotterdam and Hamburg.

From Hongkong 18th November.

For Marseilles, London and Havre.

FARES TO LONDON "A" 1st Class 28s. 2nd Class 26s.

"B" 1st Class 25s. 2nd Class 23s.

**MAURITIUS & SOUTH AFRICA****ORIENTAL-AFRICAN LINE**

S.S. "YUENSANG" ... From Hongkong 20th October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Agnes Bay, Port Elizabeth, Mosel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quilimane, 180, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kikindi, Port Natal, Lourenco Bay, Walvis Bay, and Malagascor.

**AUSTRALE-EST INDIES LINE**

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 8th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and via Perth.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

Tel. Cent. 4791. **THE BANK LINE LTD.** [32]**PRINCE LINE****IMPROVED SERVICE****FAST MOTOR VESSELS**

TO

**BOSTON****NEW YORK****PHILADELPHIA**

M.V. "JAVANESE PRINCE" ... 3rd November, 1926

For Freight and Full Particulars, apply to—

**FURNESS (FAR EAST), LIMITED.**

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building. [19]

**KONINKLYKE PAKETVAART****MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

**"VAN CLOON"**

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 28th October.

Offers excellent Saloon accommodation.

All lower berths.

Doxey carried.

English cuisine.

Wireless telegraph

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet L.V. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

Agents—

**JAVA-CHINA-JAPAN-LIJN**

Telephone 1574

YONG BUILDING, CHATELAIN ROAD. [13]

**P. & O., British India**  
**Apcar and**  
**Eastern & Australian**  
**Lines**

(COMPANIES INCORPORATED IN ENGLAND)

**MAIL AND PASSENGER STEAMERS****TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, CON-STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

**PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT****ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"NYANZA"	7,023	27th Oct.	Singapore, Penang, Colombo & Bombay
"KHYBER"	9,114	30th Oct. Noon	Marseilles, London, Antwerp and Hall.
"ALIPPO"	8,273	8th Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,909	18th Nov.	Marseilles and London.
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London, Antwerp and Hall.
"KHEMIR"	8,932	29th Dec.	Singapore, Penang, Colombo and Bombay.
"MACEDONIA"	11,689	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHEVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPUR"	8,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOBEA"	10,913	35th Feb.	Marseilles and London.
"DELTA"	8,097	18th Feb.	Singapore, Penang, Colombo and Bombay.
"KHEMIR"	8,932	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASGAR"	9,005	12th March	Marseilles, London, Antwerp & Rotterdam.
"MONGOLIA"	15,504	19th March	Marseilles and London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"DEVANHA"	8,155	9th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,128	15th April	Marseilles, London and Antwerp.
"MALWA"	10,941	30th April	Marseilles and London.
"KHEVA"	9,135	14th May	Marseilles, London and Antwerp.
"MOBEA"	10,913	29th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

**BRITISH INDIA-APCAR SAILINGS**

"TAKADA"	6,940	6th Nov.	Singapore, Penang and Calcutta.
"TAKIWA"	7,934	10th Nov.	do.
"TILAWA"	10,000	16th Nov.	do.

**EASTERN AND AUSTRALIAN SAILINGS (SOUTH)**

"ARAFURA"	8,000	29th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	8,956	2nd Dec.	
"ST. ALBANS"	4,500	21st Dec.	
"ARAFURA"	8,000	28th Jan.	
"TANDA"	8,956	4th Mar.	
"ST. ALBANS"	4,500	1st April	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. &amp; A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambangan, Tawao, Timor, Durian, or other ports en-route as indicated on the cards.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. &amp; O. Royal Mail Steamers to London via Suez Canal.

The P. &amp; O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

"TAKIWA"	7,934	22nd Oct.	Amoy, Moji, Kobe and Osaka.
"TILAWA"	10,000	29th Oct.	Shanghai, Moji and Kobe.
"MIRZAPUR"	8,715	29th Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	8,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELORE"	8,283	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	13th Nov.	Shanghai, Moji and Kobe.
"KHEVA"	9,135	25th Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,689	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	16th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	11th Dec.	Shanghai, Moji and Kobe.
"KHEMIR"	8,932	13th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	8,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOBEA"	10,913	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"NELORE"	8,283	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	8,956	13th Feb.	Shanghai, Moji and Kobe.
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"DEVANHA"	8,155	12th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	8,000	6th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

P. &amp; O. Building, Connaught Road Central, HONGKONG. Agents. [1]

**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE OF Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR—

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 8 to 9 Days)

Sailings: Thursday, 21st October, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fuchow (Parola Anchorage) or vice versa and Return by the same steamer at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

**DOUGLAS LAPRAIK & CO.,**

General Managers.

**CHINA NAVIGATION CO.,**

LIMITED.

HAIPHONG	"CHANGCHOW"	On 20th Oct.	10 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 21st Oct.	Noon
BANGKOK	"CHINHEA"	On 22nd Oct.	Noon
SHANGHAI & TSINGTAO	"SHANTUNG"	On 23rd Oct.	6 a.m.
JAVA PORTS	"TAIKOO WANYI"	On 28th Oct.	6 a.m.
SHANGHAI & NEWCHOW	"KANGCHOW"	On 24th Oct.	6 a.m.
AMOY & SINGAPORE	"KIUNGCHOW"	On 24th Oct.	6 a.m.
HOIHOW & HAIPHONG	"SEAK"	On 24th Oct.	Noon
AMOY & SHANGHAI	"SOOCHOW"	On 26th Oct.	6 a.m.
SHANGHAI & ANTUNG	"CHINJIANG"	On 28th Oct.	6 a.m.
SHANGHAI	"SUIYANG"	On 28th Oct.	6 a.m.

SALOON PASSAGE RATES, HONGKONG to SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE and \$90 RETURN.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE,**

Telephone: CENTRAL 33. Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE. [3]

**AUSTRALIAN-ORIENTAL LINE, LTD.****"CHANGTE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

**HONGKONG TO AUSTRALIAN PORTS,**

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT &amp; MOST UP-TO-DATE FIRST &amp; SECOND CLASS PASSENGER ACCOMMODATION.

**HONGKONG TO SYDNEY—19 DAYS.**

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	8th November	17th November
CHANGTE	10th December	17th December
TAIPING	6th January	14th January
CHANGTE	8th February	15th February

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE,**

Telephone: CENTRAL 36. Agents. [5]

**DODWELL & CO., LTD.****NEW YORK BERTH**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "WEAY CASTLE" ... Sails on or about 19th November.

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

M.V. "ESQUILINO" ... Sails on or about 11th November.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "VIMINALE" ... Sails on or about 6th November.

**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMYLOSI" ... Sails from Calcutta 31st December.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

**DODWELL & CO., LIMITED.**

Telephone: Central 1030. Agents. [17]

**BOSTON NEW YORK & BALTIMORE**

Joint Service of the

**BLUE FUNNEL LINE**

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "TEUCER" ... Via Suez Canal 22nd October.

S.S. "CITY OF BARODA" ... Via Suez Canal 26th November.

S.S. "NINGCHOW" ... Via Suez Canal 19th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

**BUTTERFIELD & SWIRE,** or **THE BANK LINE, LTD., HONGKONG.****HONGKONG AND CANTON.** **JARDINE, MATHESON & CO., LTD., CANTON.**

[2]



POST OFFICE NOTICE.  
INWARD MAILS.

FROM	PER	DATE
STRAITS	Taklim	20th Oct.
SHANGHAI	Kanchow	21st Oct.
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Jefferson	22nd Oct.
MANILA	Pres. Lincoln	22nd Oct.
JAPAN	Haruna Maru	23rd Oct.
EUROPE via NEAPOLIS (letters and papers, London, 2nd Sept.)	Kuikang	24th Oct.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Korea Maru	25th Oct.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Monroe	25th Oct.
MANILA	Emp. of Canada	25th Oct.
JAPAN AND SHANGHAI	Angkor	26th Oct.
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Cleveland	26th Oct.
SHANGHAI	Khyber	29th Oct.
STRAITS	Kathima Maru	31st Oct.
AUSTRALIA AND MANILA	Tanda	1st Nov.

## OUTWARD MAILS.

FOR	PER	DATE
Haiphong	Changchow	Wednesday, 20th, 8.30 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 1st Nov.	Ali Maru	Reg. 8.45 A.M. Letters 9.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles 17th Nov.	Patroclus	Reg. 9.45 A.M. Letters 10.30 A.M.
Hohow and Haiphong	Mingyang	10.00 A.M.
Port Bayard	Wing Wo	3.00 P.M.
Manila	Emp. of Canada	3.30 P.M.
Seigon, Kungmoon, Kumbuk and Kankong	Sun Nam Ho	4.00 P.M.
Swatow, Amoy and Formosa	Korea Maru	5.00 P.M.
Bandan	Lokua	5.00 P.M.
Java via Batavia	Bandoeng Maru	Thursday, 21st, 8.30 A.M.
Swatow, Shanghai & EUROPE via Siberia (letters & parcels specially super-scribed "via Siberia" only)	Shuang	10.30 A.M.
Batavia	Tjikombang	11.30 A.M.
Straits, Mauritius and Urban	Yuenan	12.30 P.M.
Swatow, Amoy and Fochow	Hoi Hong	3.00 P.M.
Kongmoon	Wing On	5.00 P.M.
Shanghai	Chipelung	Friday, 22nd, 10.30 A.M.
Bangkok	Chinhua	10.30 A.M.
Bangkok	Chatsang	1.30 P.M.
Kongmoon, Kumbuk and Kankong	San Lam Hui	4.00 P.M.
Shanghai	Shantung	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles 22nd Nov.	Haruna Maru	Saturday, 23rd, Reg. 1.45 P.M. Letters 2.30 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., C.A.S. America & EUROPE via San Francisco—due San Francisco 17th Nov., and EUROPE via Siberia (letters & parcels specially super-scribed "via Siberia" only)	Pres. Lincoln	Parcels 3.00 P.M. Letters 5.00 P.M.
Manila	Pres. Jefferson	3.30 P.M.
Amoy	Kuikang	5.00 P.M.
Hohow and Haiphong	Tuan	Sunday, 24th, 9.00 A.M.
Kongmoon	Wing On	5.00 P.M.
Manila	Pres. Monroe	Monday, 25th, 5.00 P.M.
Amoy	Boccho	5.00 P.M.
Seigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles 25th Nov.	Angkor	Tuesday, 26th, Reg. 1.45 P.M. Letters 2.30 P.M.
Shanghai	Chatsang	2.00 P.M.
Shanghai	Kuikang	5.00 P.M.
Straits and Calcutta	Hwang	Friday, 27th, 1.00 P.M.
Shanghai	Suiyang	5.00 P.M.

\* Correspondence bearing vessel's name only.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital .....\$50,000,000  
Issued and Fully Paid .....\$30,000,000  
Reserve Funds:—  
Sterling .....\$4,500,000  
Silver .....\$37,000,000  
Reserve Liability of Pro-prietors .....\$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:  
Hon. Mr. D. G. M. BERNARD,  
Chairman.  
Hon. Mr. A. Q. LING,  
Deputy Chairman.  
W. H. Bell, Esq., J. A. Plummer, Esq.,  
A. H. Compston, Esq., T. G. Weall, Esq.,  
W. L. Patterson, Esq., H. F. White, Esq.,  
G. M. Young, Esq.,  
Chief Manager:  
A. H. BARLOW, Esq.

BRANCHES:  
Amoy, Hongkong, Peking,  
Bangkok, Hankow, Shanghai,  
Batavia, Harbin, Tientsin,  
Bombay, Kobe, Canton,  
Calcutta, Kobe, San Francisco,  
Canton, Kanchow, Shanghai,  
Chongqing, London, Sourabaya,  
Colombo, Lyons, Singapore,  
Fochow, Malacca, Fuzhou,  
Haiphong, Manila, Tokyo,  
Hankow, Nanking, Tientsin,  
Harbin, New York, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.  
Hongkong, 27th May, 1926. [25]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
A. H. BARLOW, Esq.,  
Chief Manager.  
Hongkong, 27th May, 1926. [9]

## BANQUE DE L'INDO-CHINE.

Head Office:  
26, Boulevard Haussmann, Paris.  
Subscribed Capital, Frs. 75,000,000.00  
Paid-up Capital, Frs. 68,400,000.00  
Reserve Fund, Frs. 58,667,383.54

BRANCHES:  
Bangkok, Haiphong, Pondicherry,  
Batavia, Hongkong, Saigon,  
Canton, Mengtze, Shanghai,  
Djibouti, Noumea, Singapore,  
Fort Bayard, Papeete, Tientsin,  
Haiphong, Peking, Yunnan,  
Hankow, Foom-Poh, Yunnan.

BRANCHES:  
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.  
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.  
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
Every description of Banking and Exchange Business transacted.  
A. LECOT, Manager.  
Hongkong, 20th March, 1924. [32]

## THE BANK OF EAST ASIA, LIMITED.

Head Office: Hongkong.  
10, Des Voeux Road Central.  
AUTHORIZED CAPITAL .....\$10,000,000  
PAID-UP CAPITAL .....\$5,000,000  
RESERVE FUND .....\$1,200,000

BRANCHES AND AGENCIES:  
Canton, Osaka, Haiphong,  
London, Singapore, Batavia,  
Seattle, Melbourne, Kowloon,  
Manila, Calcutta, New York,  
Tientsin, Saigon, Kobe,  
Hongkong, Fanchiao, Peking,  
Bombay, Taipei, Bangkok,  
Shanghai, Tokyo, Sourabaya,  
Hankow, Penang, Semarang.

Correspondents in all principal cities of the world.  
Every description of Banking and Exchange business transacted.  
Loans granted on approved securities.  
Savings Deposit Boxes To Let.  
Kai Tong Po, Chief Manager.  
Hongkong, 22nd May, 1924.

## THE BANK OF CANTON, LTD.

Head Office: Hongkong.  
Established 1912.  
AUTHORIZED CAPITAL .....\$1,200,000  
PAID-UP CAPITAL .....\$1,032,925  
SILVER RESERVE FUND .....\$700,000

BRANCHES:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK AND SAN FRANCISCO.  
Correspondents in all Principal Cities of the World.  
London Bankers:—THE LLOYDS BANK, LIMITED.  
Every description of banking business transacted.  
Savings Deposit Boxes in various sizes to be let from \$5.00 to \$40.00 yearly.  
LOOK POON SHAN, Chief Manager.

## COMMERCIAL.

## OPENING QUOTATIONS.

ON	October 19th, 1926.
On LONDON	Telegraphic Transfer .....1/10 7/18
Bank Bills, on demand	1/10 7/18
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/10 7/18
Credit at 4 months' sight	1/10 7/18
Documentary Bills, at 4 months' sight	1/10 7/18
On PARIS	Bank Bills, on demand .....1/10 7/18
Credit, 4 months' sight	1/10 7/18
On NEW YORK	Bank Bills, on demand .....4 1/2
Credit, at 60 days' sight	4 1/2
On BOMBAY	Telegraphic Transfer .....12 1/2
Bank Bills, on demand	12 1/2
On CALCUTTA	Telegraphic Transfer .....12 1/2
Bank Bills, on demand	12 1/2
On SHANGHAI	Bank Bills, at sight .....nom.
Private, 30 days' sight	nom.
On YOKOHAMA	On demand .....92 1/2
On MANILA	On demand .....90
On SINGAPORE	On demand .....80 1/2
On BATAVIA	On demand .....112 1/2
On HAIPHONG	On demand .....nom.
On BANGKOK	On demand .....nom.
On SINGAPORE	On demand .....99 1/2
Silver Bank's Buying Rate	\$10.43
Gold LEAP, 100 fine, per oz.	24 3/16
BANK SILVER, per oz.	24 3/16

## THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:  
15, Gracechurch Street, London, E.C. 3.  
Authorized Capital .....\$3,000,000  
Subscribed Capital .....\$1,800,000  
Paid-up Capital .....\$1,050,000  
Reserve Fund .....\$1,350,000

BANKERS:  
THE BANK OF ENGLAND and  
MIDLAND BANK, LTD.

BRANCHES:  
Bangkok, Kandy, Penang,  
Batavia, Karachi, Port Louis,  
Bombay, Kota Bharu (Mauritius),  
Calcutta, Kuala Lumpur, Rangoon,  
Colombo, Kuantan, Simla,  
Delhi, Galle (Pahang), Singapore,  
Hongkong, Madras, Sourabaya,  
Howrah, New York.

HONGKONG BRANCHES:  
Every description of Banking and Exchange Business transacted.  
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.  
C. L. C. SANDES, Manager.  
7, Queen's Road Central, Hongkong, June 17th, 1926. [29]

## BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).  
Head Office:  
74, Rue St. Lazare, Paris.

Capital .....Frs. 20,000,000  
Reserves .....Frs. 11,100,000  
Special Working Capital .....Frs. 50,000,000

BRANCHES:  
Paris, Lyons, Marseille,  
Saigon, Haiphong, Hanoi,  
Peking, Shanghai, Tientsin,  
Canton, Hongkong.

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas.  
London: Midland Bank Ltd.  
New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.  
Correspondents throughout the World.  
A. ROLLIN, Manager.  
Hongkong, 2nd December, 1925.

## THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)  
Incorporated by Special Imperial Charter, 1899.

Capital Subscribed .....Yen 45,000,000  
Capital (Paid-up) .....Yen 39,375,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:  
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.  
FORMOSA:—Gilan, Kagi, Karento, Keelung, Makong, Nanto, Shingchi, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taio.  
CHINA:—Shanghai, Hankow, Amoy, Fochow, Swatow, Canton.  
OTHERS:—Hongkong, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:  
THE LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.  
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI, Manager.  
HONGKONG BRANCH,  
8, Des Voeux Road, Central, Hongkong, 11th May, 1924. [27]

## Three Castles Cigarettes.



This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

A-190

## THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

AUTHORIZED CAPITAL .....\$60,000,000.00  
PAID-UP CAPITAL .....\$9,780,500.00  
RESERVE FUND .....\$8,644,393.68

Head Office:—PEKING.  
Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.  
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.  
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.  
New York Bankers:—THE EQUITY TRUST CO., THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.  
Every description of Banking Business transacted.  
Loans granted on Approved Securities.  
Special facilities for domestic exchange.

TSUYEE PEI, Manager.  
Hongkong, January 16th, 1926. [28]

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NEDERLANDS TRADING SOCIETY).  
Established 1824.

Hongkong Branch established 1903.

Authorized Capital  
Gulden 150,000,000  
(£12,500,000)  
Paid-up Capital .....80,000,000  
(£6,400,000)  
Reserve Fund .....£1,117,340  
(£1,748,778)  
Special Reserves .....£2,860,000  
(£1,838,330)

Head Office:—AMSTERDAM.  
Eastern Head Office:—BATAVIA.  
Branches:—Bandjermasin, Bandong, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Badia, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Sourabaya, Soerabaja (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK, LTD.  
Correspondents all over the World.  
BANKING BUSINESS OF EVERY DESCRIPTION.  
J. C. MAASSEN, Acting Manager.

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up .....Yen 100,000,000  
Reserve Fund .....Yen 89,500,000

Head Office: YOKOHAMA.

BRANCHES AND AGENCIES AT:  
Batavia, Kai Yuen, Rangoon,  
Bombay, Karachi, Sourabaya,  
Buenos Ayres, Kobe, San Francisco,  
Calcutta, Lyons, Seattle,  
Canton, Los Angeles, Semarang,  
Chungking, Manila, Shanghai,  
Dairen, Nagasaki, Singapore,  
Fengtien, Nanking, Shimoda,  
Hankow, Newchwang, Tientsin,  
Hamburg, Osaka, Tokyo,  
Hankow, Peking, Yunnan,  
Harbin, Rio de Janeiro, Vladivostok,  
Honolulu, Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.  
C. ARIMA, Manager.  
Hongkong, 11th Sept., 1923. [35]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital .....£23,000,000  
Reserve Fund .....£24,000,000  
Reserve Liability of Proprietors .....£23,000,000

AGENCIES AND BRANCHES:  
ALGER, SHANGHAI, HONGKONG, (Main Office),  
AMSTERDAM, KARACHI, SEMARANG,  
BOMBAY, KALING, SHANGHAI,  
BATAVIA, KOBÉ, SINGAPORE,  
BOMBAY, KUALA, SINGAPORE,  
CALCUTTA, LUMPUK, SINGAPORE,  
CANTON, KUCHING, TIENTSIN,  
CANTON, MADRAS, TIENTSIN,  
CANTON, MANILA, TIENTSIN,  
CANTON, NEW YORK, TIENTSIN,  
CANTON, Peking, TIENTSIN,  
CANTON, SHANGHAI, TIENTSIN,  
CANTON, SINGAPORE, TIENTSIN,  
CANTON, SINGAPORE, TIENTSIN,  
CANTON, SINGAPORE, TIENTSIN.

Foreign Exchange and General Banking Business transacted.  
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.  
Hongkong, August 1st, 1926. [30]

Printed and Published by OLIVER THOMAS BERNARD, for the HONGKONG DAILY PRESS, LTD., at 14, Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, E.C. 4.

## EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.  
CAPITAL AND SURPLUS U.S. \$3,000,000.00

HEAD OFFICE:  
37, WALL STREET, NEW YORK.

BRANCHES:  
SHANGHAI

General Banking and Exchange Business.  
Interest Allowed on all Deposits.  
Rates on Application.  
LONDON AND PARIS AGENTS:  
EQUITABLE TRUST CO. of N.Y.  
38] D. M. BIGGAR, Manager.

## P. &amp; O. BANKING CORPORATION, LIMITED.

PAID UP CAPITAL .....£2,594,150  
RESERVE FUND .....£180,000

HEAD OFFICE:  
123, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS, Manager.  
38] P. & O. Building, Hongkong.

## To the Publisher

"HONGKONG WEEKLY PRESS"

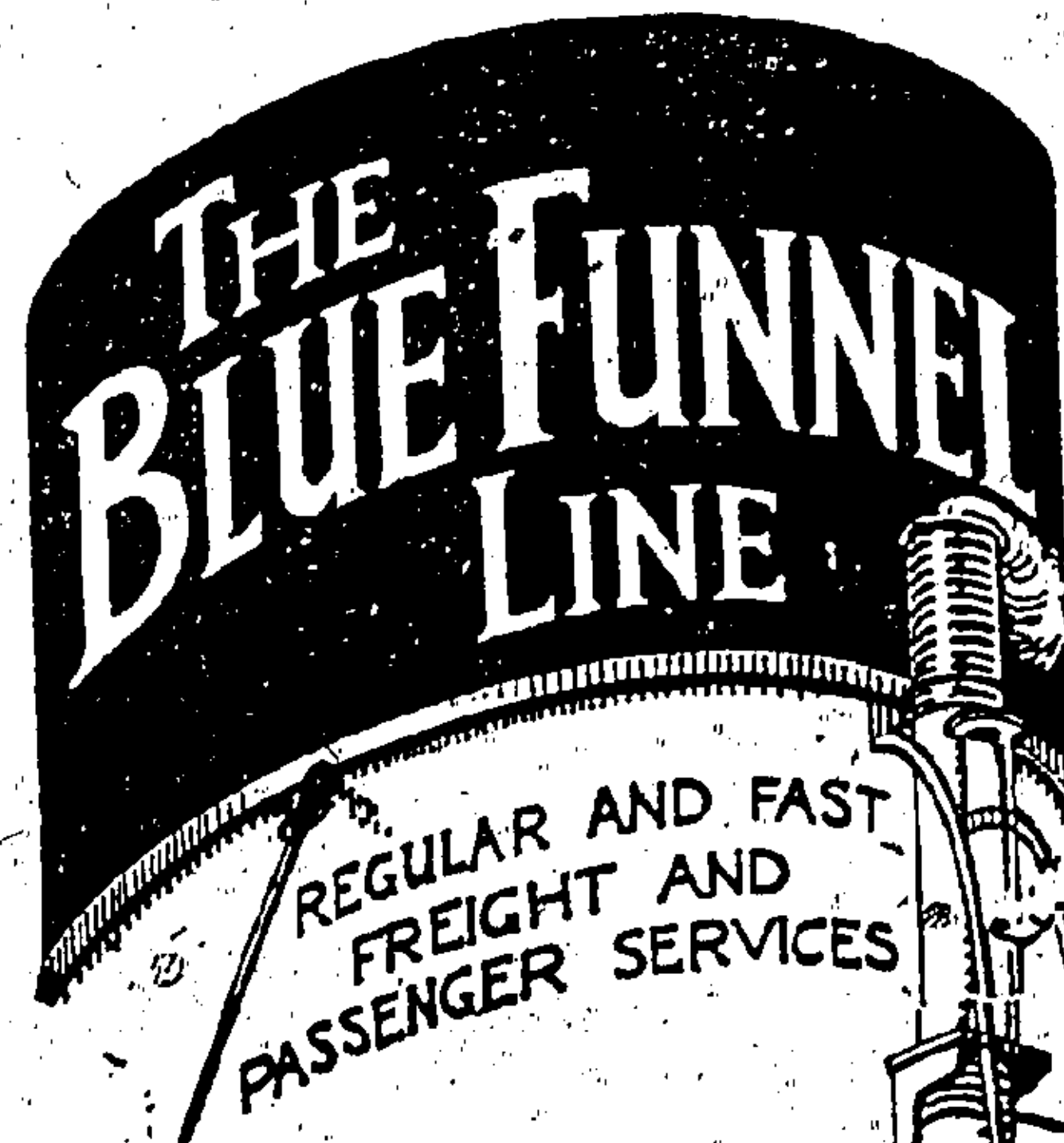
14, CHATER ROAD, HONGKONG.

Please send me the

"Hongkong Weekly Press"

from 1926 to

addressed as follows:—



## LONDON SERVICE.

"PATROCLUS" 20th Oct. Mare, L'don, B'dam, & Glasgow.  
"IREXENOE" 2nd Nov. Mare, L'don, B'dam, & Hamburg.  
"TELEMON" 9th Nov. London, Rotterdam & Hamburg.  
"ANTENOR" 17th Nov. Mare, L'don, B'dam, & Glasgow.  
"PYREUS" 30th Nov. Mare, L'don, B'dam, & Hamburg.

## LIVERPOOL SERVICE.

"ATREUS" 20th Oct. Tripoli, Genoa, Havre & Liverpool.  
"BELLEROPHON" 1st Dec. Havre and Liverpool.  
"TITAN" 20th Dec. Genoa, Havre and Liverpool.

## PACIFIC SERVICE.

(via KOBE & YOKOHAMA)  
"TYNDAROS" 28th Oct. Victoria, Vancouver & Seattle.  
"PROTESILAUS" 28th Nov. Victoria, Vancouver & Seattle.

## NEW YORK SERVICE.

"TRUBER" 22nd Oct. New York, Boston & Baltimore.  
"NINGHOW" 19th Nov. New York, Boston & Baltimore.

## PASSENGER SERVICE.

"PATROCLUS" 20th Oct. Singapore, Marseilles & London.  
"ANTENOR" 17th Nov. Singapore, Marseilles & London.  
"HECTOR" 15th Dec. Singapore, Marseilles & London.  
"AENEAS" 11th Jan. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire, Agents.